

## Country 'at risk from anthrax'

Protesters who claim to have taken soil infected with potentially lethal anthrax spores from an uninhabited Scottish island were accused by Mr Hamish Gray, Minister of State for Energy, of placing the country at risk. He made his accusation after the discovery of a package of supposedly infected soil at the Chemical Defence Establishment at Porton Down, Wiltshire. Defence centres were placed on alert. Back page

## France turns to fighting inflation

The French Socialist Government has decided that it must make the fight against inflation a mainstay of its programme, together with its proclaimed war against unemployment. Otherwise, officials say, the social benefits of its policies will be dissipated by dwindling purchasing power of the franc. Page 4

## Ballesteros wins matchplay title

Severiano Ballesteros, of Spain, won one of the few important titles to have eluded him when he took the Sunbury matchplay championship at Weymouth, Dorset, on Sunday. He defeated the United States' Fred Crenshaw after a fluctuating match. Page 18

## Election attack on alliance

The Labour and Conservative parties launched pamphlet attacks on the Liberal-SDP Alliance in the Croydon by-election. The alliance responded with a leaflet and claimed to have canvassed more than 30 per cent of the electorate of 55,000 in a weekend of intensive campaigning. Page 2

## Warsaw to work with Solidarity

The Polish Government proposes establishing a permanent commission with trade unions, including Solidarity, to work out ways to improve the economic situation. The Communist Party newspaper called for national agreement and touched on the possibility of coalition government. Page 4

## Prison death inquiry call

A prison watchdog body has called for a government inquiry into the death in jail of Mr Barry Prosser. The Association of Members of Boards of Visitors wants such an inquiry to have powers to break "the apparent wall of silence". Back page

## Greek left wants warheads out

Greece's left-wing opposition intends to have all nuclear warheads stored in the country removed if it wins next Sunday's general elections. Mr Andreas Papandreu, its leader, is confident he can secure a nuclear-free zone in the Balkans within six months. Page 3

## Unions' threat to London councils

Union leaders of manual workers employed by London local authorities are preparing to start industrial action in the capital if the employers offer their members a pay rise of only 4 per cent. The unions are presenting a 12 per cent claim tomorrow. Page 2

## Iranian children 'executed'

Nearly a hundred children wounded in recent demonstrations in Tehran were taken from their hospital beds to Evin jail and executed by firing squad, left-wing Mujahedin opponents of Ayatollah Khomeini claimed in Paris. Page 7

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Henry Kissinger recalls personal memories of President Sadat; Roy Mason, former Secretary of State for Northern Ireland, emphasises the importance of the De Lorean project he helped to establish; David Blake assesses living standards under the Tories.  
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# Thatcher firm in face of mounting Tory unrest

By Philip Webster, Political Reporter

Mrs Margaret Thatcher will offer her critics no obvious signs of a change of course in the Government's economic strategy when she makes what many MPs consider will be the most important speech of her life at the Conservative Party conference in Blackpool on Friday.

As public expressions of opposition to her policies mounted over the weekend, Mrs Thatcher will deliver what amounted to an open call to the party to rebel, the Prime Minister's determination to stand firm was made plain when her chief lieutenant, Sir Geoffrey Howe, said in a television interview: "We have to hang on to the course we are following. It is delivering results and will go on doing so if we can stick to it."

But the onslaught continues. Another group of Conservative MPs plan tomorrow, the first day of the conference, to make a public statement calling for more pragmatic economic policies. Today Mrs Thatcher is told by the influential Bow Group that the Government has utterly mismanaged its public image.

The MPs, none of whom belongs to the 1979 intake, are making their statement because they feel that the time for private protest is over. They will argue that after two and a half years of Conservative government all its natural support has been lost. They will give a warning that unless there are changes in the Government's economic stance, electoral defeat could follow.

The Prime Minister spent Saturday and much of yesterday at Chatsworth working on Friday's speech. One of her main considerations was a report on the state of morale in the constituencies assembled by Mr Michael Jopling, the chief whip.

The message was two-edged. The conversations reflected deep anxiety in the country about the high level of unemployment and rising interest rates, but little personal support was expressed for Mr Heath, the chief exponent of an alternative strategy. Indeed, many Conservatives critical of the Government now regard Mr Heath's intervention as less than helpful. They fear that the public see in them a degree of personal animosity towards Mr Thatcher and the Government. They are understandably reluctant to become involved in his campaign, although they are in agreement with much of what he says.

Suggestions that MPs were being subjected to a "loyalty test" were described in Government circles as rubbish and not borne out by several MPs con-

tinued by The Times, none of whom had heard from the whips over the weekend.

Sir Geoffrey Howe, interviewed on London Weekend Television's *Weekend World*, was in a typically cautious mood and gave no hint of being able to offer much balm to the worried delegates in Blackpool this week.

But in admitting that he might have to increase taxes in the near Budget the Chancellor would at least have satisfied the Bow Group, who in their open letter to the Prime Minister today advocate such a course in order to reduce government borrowing and interest rates.

The Chancellor would not predict the future pattern of interest rates but said that everyone hoped they would come down.

The Government, he said, would win the next election by sticking to its strategy. In another broadcast at Mr Heath and others he added: "The corner would be turned a great deal faster and the good news would arrive a great deal sooner if some of the energy being devoted to persuading me to follow the wrong policies were instead being devoted to persuading the people to understand the importance of the right policies."

Mr Heath, who hopes to speak in the conference debate on economic policy on Wednesday, made his latest and strongest attack in a speech to the Greater London Tory Reform Group on Saturday.

He said the future of the party was at stake and called on others to join him in saving the party and not be deterred by accusations of being wet, gutless or disloyal.

In his letter to the Prime Minister Mr Nijm Deva-Aldity, chairman of the Bow Group, writing in a personal capacity, asks the Government to fund its borrowing by a short-term increase in personal taxation, while allowing interest rates to fall.

A group of 100 Conservative MPs, including Mr Heath, today joins the rising chorus of demand for the Government to refloat the economy with a £5,000m boost to output and employment (our *Business News* writes). But it wants the refloating to depend on unions moderating pay claims.

The group, chaired by Professor Robin Matthews, Master of Clare College, Cambridge, and including Sir Alec Cairncross, an economic adviser to an earlier Conservative Government, as well as three other former economic advisers to governments, advanced its argument in the latest *Midland Bank Review*. Business News, page 11

## Attorney General to clear De Lorean

By Philip Robinson and Craig Seton

Mr John De Lorean, American founder of the newly launched sports car company, gave a warning in London last night that the current allegations of financial irregularities could break the company. In an interview with *The Times* he maintained that the group had been the subject of an organised campaign to destroy it.

Sir Michael Havers, the Attorney General, is expected to make a statement today, after police inquiries, which clears Mr De Lorean of any impropriety. But Mr Nicholas Winter, the Conservative MP for Macclesfield, who brought the allegations to the attention of the Prime Minister, threatened to use his position of legal privilege in the Commons to pursue the matter. "I believe the Attorney General's statement could well be a whitewash."

In New York yesterday *The Times* spoke with Mr William Haddad, a former employee who also stoked the controversy last week. He denied he was a party to a conspiracy against De Lorean. He wanted the company to succeed, he said.

Mr De Lorean, a 57-year-old former vice-president of General Motors, spoke of what appeared to be "an organized attempt to destroy this company" and that the allegations, which he totally refused, had come just as the company was beginning to demonstrate that it could succeed. His plan had been the only one to be attacked during the hunger strike protests in Ulster. "There is a lot here I do not understand."

Mr De Lorean went into details about the damage he feared had already been caused. One of the 345 American dealers handling the \$25,000 gull-wing sports car had canceled an order for 2,500. The publicity had come when he was seeking fresh cash to build on his success. He said: "If we cannot overcome the damage done by this scurrilous and scandalous publicity we shall have to finance externally or ask the Government for help or we shall have to close."



Mr Haddad: His memo started the row

Mr De Lorean is negotiating a \$40m (about £21m) loan with the Bank of America which expired in September and he is almost certain to ask the British Government to extend a guarantee on £14m, which should have expired in September, until next spring. The Government is unwilling to invest any new money.

In addition, the timing of plans to float the De Lorean Motor Company Ltd—formed to build De Lorean cars in Belfast—as the De Lorean Motors Holding Company on the New York Stock Exchange to raise \$28m is being reviewed. Mr De Lorean said: "Our ability to raise public funds has been seriously injured and this has driven us back to the position we did not want to be put in. We either get it from the public or from the Government."

The allegations have two sources:

□ Miss Marian Gibson, a former secretary, whose notes reached Mr Winter, and who has given ventilation to some of the charges, basically that Mr De Lorean had not invested what he promised. Continued on back page, col 6.



Mrs Thatcher comforting a victim in Westminster Hospital yesterday. She called the IRA callous brutes and told American IRA sympathizers: "See what they do with your money."

## IRA nail bomb in London was detonated by remote control

By Stewart Tendler, Crime Reporter

A Provisional IRA bombing team numbering up to six men used a simple remote control system to blast an Army coach with a nail bomb outside Chelsea Barracks on Saturday, leaving an elderly woman dead and 40 other people injured.

While a civilian and a soldier were still recovering in the intensive care unit at Westminster Hospital yesterday, Scotland Yard warned that the bomb may be the first in a new IRA campaign in mainland Britain.

On Saturday, one of the IRA active service units waited and watched until the coach, carrying 23 Irish Guardsmen home from a two-day duty at the Tower of London, came abreast of the van holding the bomb and then detonated it.

Although the Provisionals have said the attack was against a military target, the bomber would have seen civilians, including children, in the street.

He detonated the bomb using a "command wire" running 100 yards from his observation spot on the pavement in Ebury Bridge Road up through scaffolding and down to an ex-laundry van holding the bomb. Such remote control methods are common in Northern Ireland but have never been seen on the mainland.

Yesterday Commander Michael Richards, head of the anti-terrorist squad, described how the bomber team planned the attack and started by buying the van on September 17.

The white Commer van, registration EAN 780J, had been advertised in the *New Standard* for ten days when a stocky man with gruff voice approached the vendor, who lives in east London.

The man paid the asking price of £450 and drove off an hour later.

Wire was run up scaffolding

The bombing has been linked with the end of the hunger strike, but that did not finish until October 3, some weeks after the van was bought.

However, on September 15, Mr James Prior took over as Secretary of State for Northern Ireland and there was already speculation that the strike could end.

On Friday night, the van was parked overnight in the street, beneath scaffolding which has covered two blocks of flats for months. At 8.30am on Saturday a young man, aged about 20,

side the perimeter of the barracks carrying rifles and walkie-talkie radios.

Provisional IRA attacks have not happened on the mainland since last winter. In December a Territorial Army hall was damaged in west London by a car bomb and a few weeks later, an attempt was made to sabotage a gas works at Bromley-by-Bow. In January military personnel at RAF Uxbridge prevented a bomb detonating and destroying part of the camp.

At the time the Provisionals warned that the bombs were a sample of things to come but although police believed an active service unit, with explosives, was hiding in London, there were no further attacks.

Yesterday, police were asked if Mr Gerard Tuite, who escaped from Brixton prison last December while awaiting trial on bombing charges, could be involved in Saturday's bomb. Commander Richards said it was not known if Mr Tuite had reappeared in London.

Two weeks ago Mr Tuite, hiding in the Irish Republic, gave a radio interview which disclosed details of his escape. The number of Provisional IRA attacks has dropped in recent years due largely to police successes, improved intelligence and changes in the Provisionals' strategy.

However, the weeks before Christmas have always been a favourite time for short campaigns and in London, Scotland Yard has strengthened police presence in the streets.

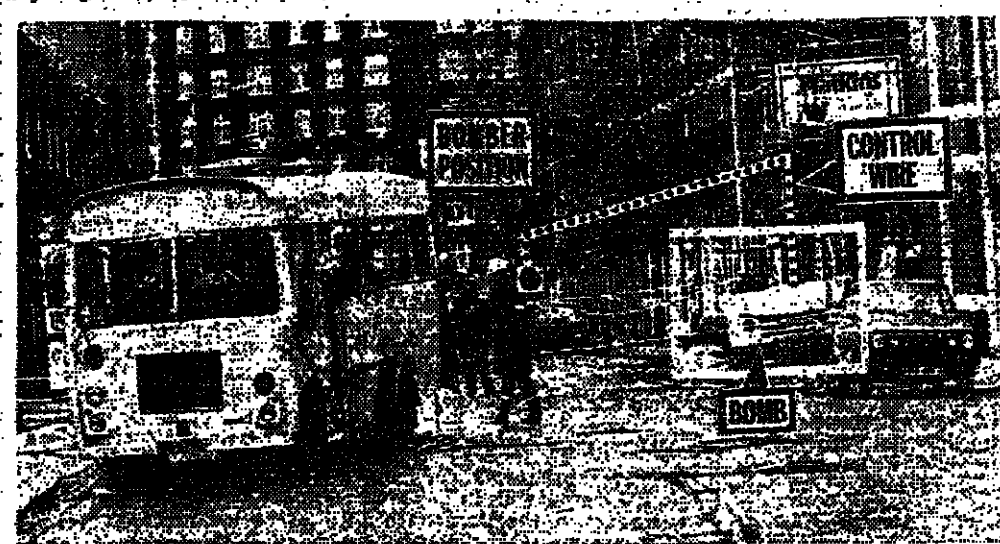
Regiment kept out of Ulster

□ The weekend's attack on the Irish Guards came shortly before the regiment ends its tour of ceremonial duties in London to move to West Germany for a posting with the British Army of the Rhine (BAOR) (our Defence Correspondent writes).

Ironically, the place where the 1st Battalion is least likely to find itself is Northern Ireland, from where all Irish regiments have been kept away since the Army became involved in the troubles in 1969.

The regiment was formed in 1900 because Queen Victoria wanted to commemorate the bravery of Irish soldiers during the Boer War. Its members wear their tunic buttons in groups of four to denote that they belong to the Fourth Regiment of Foot Guards.

IRA reprisals, page 2



How the team of bombers used a simple remote control system to blast the Army coach outside Chelsea Barracks.

## US will hold war exercise in Egypt

From Nicholas Hirst, Washington, Oct 11

Mr Alexander Haig, the American Secretary of State, today announced that joint military exercises will be held in Egypt next month, in a move which is clearly intended as a warning to Colonel Muammar Gaddafi of Libya.

In a satellite television interview from Cairo following talks with Mr Hosni Mubarak, the Egyptian President-designate, Mr Haig expressed the concern of American and Egyptian leaders over growing tension being created in the area by Libya.

Mr Haig went out of his way to emphasize that he did not expect hostilities between Libya and Egypt. He said the exercises could include the deployment of the Strategic Air Command B52 bombers stationed in the United States. They would be very extensive, involving Egypt and Gulf states, and specifically mentioned Oman.

Mr Haig was quite clear that Mr Mubarak could survive as a strong leader. He was asked if he could be assured that after the death of Mr Sadat, Mr Mubarak and Mr Menachem Begin, the Israeli Prime Minister, would continue with the Camp David peace process. "I do not think there is any question about that. It was confirmed by both of the leaders," he said.

Mr Mubarak was a protégé of Mr Haig, who had told Mr Mubarak he was grooming him for the presidency. There was no question that Mr Mubarak, who was trained by the Soviet Forces, would lead Egypt back into the Soviet camp. "I have spoken to no Egyptian official more enlightened to the pitfalls of alliance or convergence with the Soviet Union," Mr Haig said.

In the weeks ahead he did not expect it to be too difficult to achieve a rapprochement between Egypt and Saudi Arabia. These were broken off because Saudi Arabia considered the Camp David process to be a separate peace between Egypt and Israel leaving out the problem of a homeland for the Palestinians.

"I see a very strong possibility because of a convergence of strategic outlook and mutuality of interest between the two regimes," he said.

Nimrod sales threat, page 11

## Violence mounts in Cairo

From Christopher Walker, Cairo, Oct 11

Amid disturbing signs that security is deteriorating, Mr Nabawi Ismael, Egypt's Interior Minister, tonight denied widely circulated reports that gunmen killed a number of the guards outside his home last night.

According to the reports the attackers opened fire with sub-machine guns as they drove past the house in two cars. The minister, who was not injured, dismissed any suggestion of an attack. Instead he gave details of the referendum on Tuesday.

There have been repeated reports over the past few days of attacks on police stations in the capital. These have been virtually impossible to confirm but diplomats are convinced of their authenticity and that violence by Muslim extremists has gone unreported.

□ Reliable sources said the two cars believed to have been used in the alleged attack on the minister's home were also used in attacks on two police stations (AP reports).  
Early today, security sources said they were seeking two more suspects in connexion with the assassination of President Sadat.  
Police exchanged gunfire with Muslim fundamentalists barricaded in a mosque in Shubra, one of Cairo's shabby areas, last night. One officer was killed; but casualties in the mosque are not known.  
The police withdrew after the men in the mosque opened fire, and waited for an army security unit to arrive.  
Funeral photographs, 118 dead in clashes, page 4

## From the House of BELL'S



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## Saving history's raw material

**Sir Duncan Wilson: Urged freer access to papers.**

Acts and should be reviewed. Lord Hailsham has agreed that the matter should be examined and has referred it to MISC 58.

*Modern Public Records: Selection and Access. Report of a Committee Appointed by the Lord Chancellor (Cmd 8204, Stationery Office, £8.10).*

Mr Ward said there was so much overcrowding that there were risks to the mental

He told the West German weekly *Der Spiegel*: "We think Greece should be neither a member nor an associate of the EEC. Instead, there should be a special treaty".

At present there are three ministries, all white-run, handling education — the Ministry of National Education (white schools), the

“We want to break the chain of rearmament which is



**A child carries her own press**



## MOTORIST KILLED

Mr John Webb, aged 20, of Virginia Water, Surrey, was killed when a BMW car he was driving went out of control and crashed through a fence on the A329 at Virginia Water early yesterday. Three passengers were seriously injured.

The report should still be totally confidential.

Last Wednesday Mr Cecil Franks, leader of the minority Conservative group on Manchester City Council, claimed

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# French Socialists join battle with inflation

From Jonathan Fenby, Paris, Oct 11

Control of inflation has joined the fight against unemployment as a dominant concern of the French Government.

After a summer in which the creation of new jobs was the central theme of President Mitterrand's newly-elected administration, the past week has seen an evident awareness that inflation has to be checked if the far-reaching Socialist economic programme is to succeed.

It would be wrong to see this as a U-turn by the inflation-minded leaders of France. Mitterrand is sure to emphasize his concern about unemployment and his desire to breathe new life into French industry during a tour of the depressed Lorraine region starting tomorrow.

But what the past week has shown is that, after a honeymoon period dubbed "a state of grace" by the President, the French administration is having to come to grips with some unpleasant realities. These are not confined to the inflationary front.

The first big labour dispute since Mitterrand's election in May has broken out at the Renault motor plant in Paris. Four thousand of the 13,600 workers at the Billancourt factory are to be laid off tomorrow after a series of stoppages over wages, promotion, and working conditions. According to management, these have meant less production of about 7,000 Renault 4 cars.

Renault is a traditional weathervane of French union militancy and there is particular symbolism in the present dispute since it comes to what is regarded as a model state-owned firm at a time when the Government has started putting its nationalization programme through Parliament.

One union leader at Billancourt said at the weekend that Renault workers "intend to keep up our dynamic role in the economic and social evolution of the country", reflecting the feeling among sections of the trade union leaders and membership that the election of a left-wing administration should be followed by greater worker-participation in running industry, as well as by better material conditions.

The dispute is being closely

watched as an indication of how labour relations will develop once the immediate effects of wage and social benefits granted by the Socialists early in the summer wear off.

It is also becoming evident that the Government's nationalization programme may run into heavier weather than might have been expected in view of the Socialist domination of the National Assembly.

The problem is not political, particularly given the numerical weakness and lack of cohesion of the opposition. Rather it arises from possible constitutional and legal problems raised by the nationalization proposals.

Opponents of the extension of state ownership to private banks, arms firms and a dozen big industrial groups plan to take the matter to the top constitutional body, the Constitutional Council, on a number of points which they consider contravene French and international law.

The Government also has to deal with some rumblings from left-wing Socialists who think the legislation does not go far enough.

The parliamentary commission dealing with the draft Bill for private banks voted last week to remove a provision that shares in other companies held by these banks would not be taken into public ownership but would be sold. Since such shares included substantial holdings in many big French companies, and in some foreign banks and firms, this would have considerably extended the scope of the nationalization programme.

Pierre Mauroy, the Prime Minister, had to make it clear that the Government would not follow the commission's vote but would keep the provision that shares in other companies held by these banks would not be taken into public ownership but would be sold.

Despite such important labour and legislative concerns, it is the inflationary pressures facing the Government which have come to the forefront since last week's devaluation of the franc in the European Monetary System.

## Curb on dissidents by French Communists

From Our Correspondent, Paris, Oct 11

The French Communist Party, never known as a forum for free and open debate, is coming under increasingly strict central control as the leadership tries to get to grips with its poor electoral showing earlier this year.

The party's central committee voted on Friday to expel the founder members of the most prominent dissident group, *Rencontres Communistes* (Communist Encounters), despite a public appeal in its favour by prominent Communist intellectuals and artists. The group, which holds discussion meetings and publishes its own magazine, has been pressing for more open policy debate within the party.

This not only irritated the leadership, but also threatened to attract Communists who have been left puzzled or disheartened by the twists and turns of party policy in recent years, culminating in the loss of half its National Assembly seats in the June election and a weak score of 15 per cent in the May presidential poll.

M. Henri Malberg, the party's leader in the Paris region, insisted that the expulsions had not been voted because the group's leaders were in political disagreement with the leadership, but because they had tried to establish an independent movement which refused to follow the party statutes.

The party leaders are well aware of the need to reassure their followers but it has been clear from several statements in the party press recently, as well as from the expulsion of the *Rencontres Communistes*

founders, that open discussion of the party's problems is as far out of court as ever.

On the trade union front, this leadership of the country's biggest labour federation, the CGT, is due to change next year and this, too, is generally seen as a sign of a reassertion of central control.

M. Georges Seguy, the CGT's Secretary-General, a ruddy-faced former railway worker from Toulouse, will hand over next June to M. Henri Krasucki, his deputy, a long-time union official who survived deportation to both Auschwitz and Buchenwald.

Although M. Seguy has always been known for toying with the party line, he has been in conflict with the Communist leadership on a number of issues over the years and has always been aware that the union federation includes many non-Communists.

Officially, M. Seguy is standing down because he will reach the retirement age for railway workers next year. Health reasons have also been mentioned.

But, on a deeper level, the Communist Party needs to be sure the CGT leadership in the coming period in which the Mitterrand Administration will have to try to maintain a delicate balance between left-wing aspirations and the control of wage increases. In such circumstances, M. Krasucki looks a more reliable CGT leader from the Communist point of view than the man he will replace next summer.

## Second ETA bomb found

From Harry Debelius, Madrid, Oct 11

Frogmen found another powerful bomb under a Navy pier in the northern city of Santander, just one week after an explosion badly damaged a Spanish destroyer there, according to reports published here today.

The second explosive device, containing three kilograms (6.6 lb) of plastic explosives and a timing device, was attached to the underwater pylon of a crane in front of the naval port commander's office.

After the device was spotted on Friday evening, all ships were moved out of the dangerous area and the surrounding port area was cordoned off.

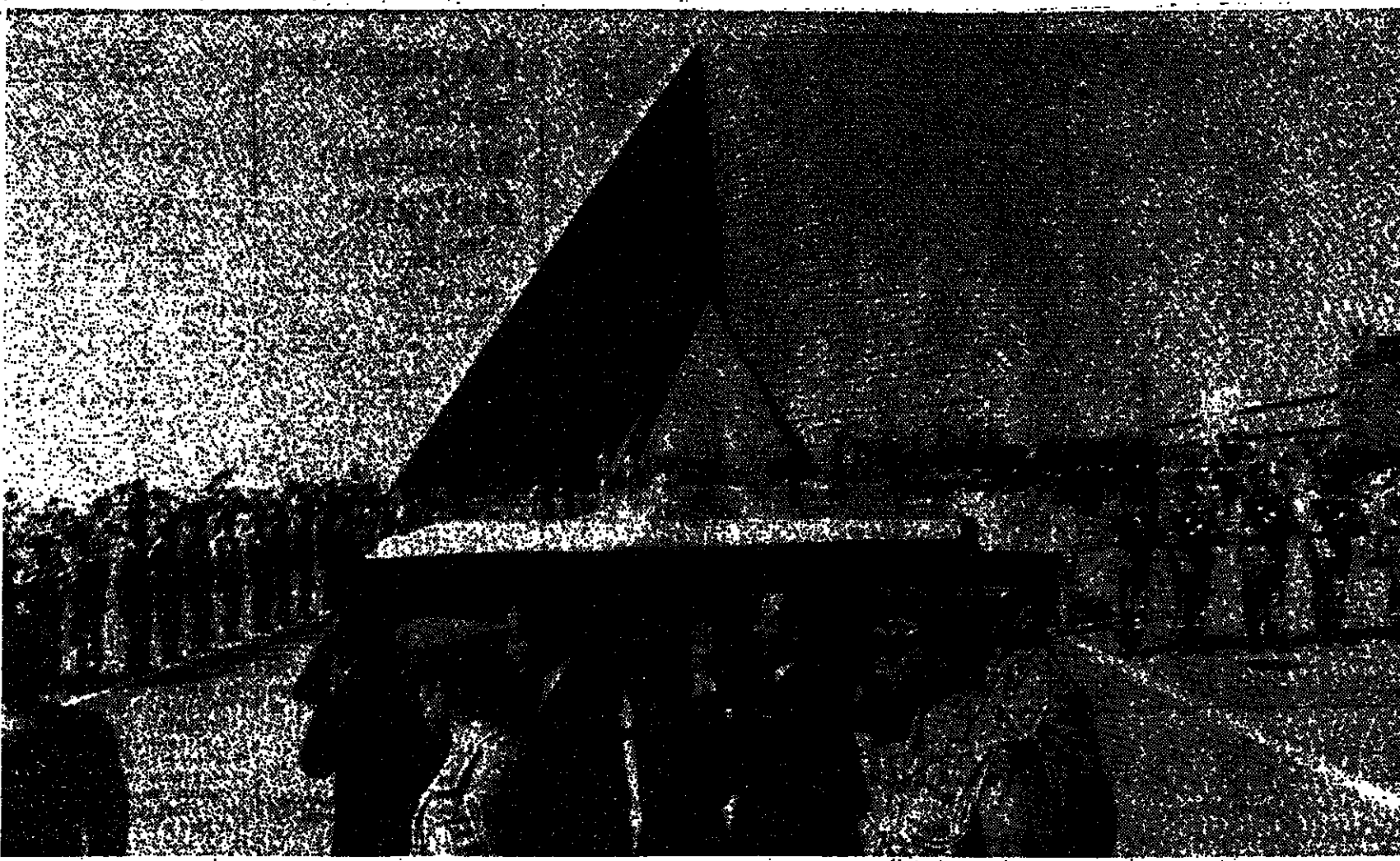
ETA was also suspected of being responsible for two other attacks over the weekend. In one, a member of the paramilitary civil guard was wounded in an exchange of fire at Elbar, near San Sebastian.

## Police chief charged in France

Paris, Oct 11. — The deputy chief of the French paramilitary intervention force has been charged after a police operation against an arms smuggling network linked to extreme right-wing political organizations, police said.

Captain Bernard Barres, aged 34, second-in-command of the GIGN gendarmerie group which specializes in anti-terrorist operations, is one of eight people charged after police seized arms in a car entering France from Belgium last Sunday.

Police said Captain Barres, who has taken part in some of the GIGN's most spectacular actions in the past six years, faced unspecified arms offences and had been released on bail. Six others, including a 27-year-old former mercenary, were being held on charges arising from the investigation by the police unit specializing in anti-state crimes. — Reuters.



Officers escort President Sadat's coffin to the tomb of Egypt's unknown soldier — near the scene of the assassination.

## Death toll in Egyptian clashes reaches 118 with 200 injured

From Christopher Walker, Cairo, Oct 11

The number of dead in the fighting between Islamic fundamentalist gunmen and the security forces in the southern Egyptian town of Assiut is put at 118, with up to 200 people injured, according to reliable Egyptian security sources. It is believed that more than 30 of those killed were members of the security forces.

Since the first reports of the three days of disturbances in Assiut, 240 miles from Cairo, began to filter back to the capital, the Government has repeatedly tried to play down the significance of the uprising. Some 12 hours after it began, one senior Minister refused to say whether there had been any deaths or injuries at all.

The disclosures about the extent of the Assiut violence coincide with repeated reports circulating in Cairo diplomatic circles that around 200 Egyptian soldiers, mostly officers, have been killed since Muslim extremists assassinated President Sadat last Tuesday.

The reports of an internal security purge in the Army have been impossible to confirm from Egyptian sources, but they were corroborated in Cairo this morning by a foreign security expert with excellent military contacts who has been based in Egypt since the assassination.

Since Mr Sadat's killing, the streets of Cairo have been subject to heavy security patrols conducted by military police in open vehicles and riot police wearing helmets and shields, who patrol in lorries carrying groups of 40.

The continuing concern about the government's ability to cope with the threat from Muslim fanatics follows graphic visual evidence over the weekend of the lack of public grief over the murder of President Sadat. This was emphasized by the fact that only last month he claimed to have the support of 99.5 per cent of his people after a referendum on his purge of government critics.

The complete absence of the hysterical mass grief that

followed the death of President Nasser 11 years ago has been widely commented on by Egyptian Ministers. Government sources have tried to explain it away by a number of suggestions, including the growing "maturity" of the people and the spread of television.

But experienced diplomats ascribe the lack of public mourning in both town and countryside to two main factors: the unprecedented security imposed because of fears of more Muslim inspired terrorist attacks and the fact that the President was killed when his popularity was at its lowest ebb.

The lack of publicly expressed sadness has been evident everywhere. There have been hardly any photographs of the late President in windows: only a handful of black flags in Cairo and hardly any spontaneous crowds of mourners — as opposed to those blatantly organized to greet the procession of 20 buses carrying the press corps to the burial site yesterday.

## Israel to continue Sinai withdrawal

From Moshe Brilliant, Tel Aviv, Oct 11

Arrangements for the final Israeli withdrawal from occupied Sinai are proceeding after talks in Cairo this weekend between Egyptian and Israeli leaders attending President Sadat's funeral.

Mr Kamel Hassan Ali, the Egyptian Foreign Minister, has scheduled October 25 to discuss the terms of the permanent frontier, the evacuation of the last Israeli equipment and Egypt's possible purchase of facilities to remain in Sinai. Other meetings to deal with the normalization of relations will also take place as scheduled by the Sadat Government.

At its weekly meeting today, the Israeli Cabinet heard a report on the talks with the Egyptians, who went out of their way to dispel Israeli doubts that they would honour Mr Sadat's commitments.

Mr Begin said the assassination had created a "dangerous situation" which must be carefully watched. But he was, he said, satisfied that new Egyptian leadership was determined to pursue the peace process.

The general view here was that the new rulers will avoid anything between now and April that might give the Israelis a pretext to renege on their undertaking for a total

withdrawal from Sinai. However, there was less confidence that the Egyptians will not cool their relations and try to restore their position in the Arab world once they get all of Sinai back.

This same suspicion prevailed even when President Sadat was alive. In a radio interview today, Mr Yitzhak Shamir, the Foreign Minister, said the meetings in Egypt did not dispel all of Israel's concerns but they eased them. "The people now running Egypt will do what they can to maintain what Sadat started", he said.

However, he rejected suggestions that the Israelis advance the withdrawal as a gesture to the new leadership. "What happened in Egypt is no reason for Israeli gestures", he said.

Mr Begin also reported on his talks with world leaders at the funeral. They included West German Chancellor, and former President Valéry Giscard d'Estaing of France, both of whom he had attacked during the Israeli election campaign earlier this year for their allegedly pro-Arab orientation.

Mr Begin also shook hands with President Gaafar Nimeiri of Sudan, but it appears

improbable that the Sudanese leader knew who he was.

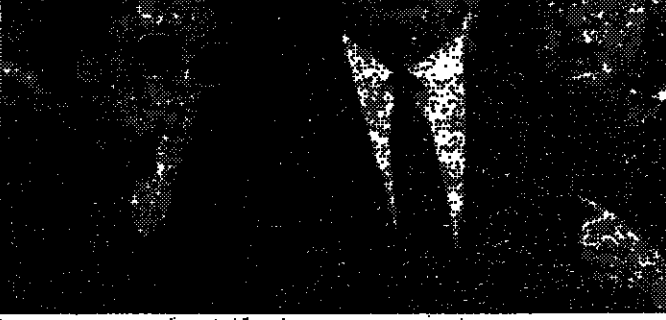
On the flight home from Cairo last night, Mr Begin told reporters that it was the height of hypocrisy by the Moroccans to state that King Hassan did not attend the funeral because the Israeli Prime Minister participated.

Three years ago King Hassan himself invited me and my wife to visit his country", Mr Begin revealed. A member of his staff said the invitation was extended after President Sadat's visit to Jerusalem in November, 1977.

Mr Begin accepted the invitation but he balked when the Moroccans said they wanted him to come disguised and bearded. He said he had surfaced from the underground 30 years ago and now he wanted to come officially.

The Moroccans indicated that they agreed but they later cancelled the invitation due to "complications", the source said.

A number of high-ranking Israeli officials including Mr Yitzhak Rabin, then Prime Minister and Mr Moshe Dayan, then Foreign Minister, had secretly met the king in Rabat, the latest bicentennial visitor, as far as is known, was Mr Shimon Peres, the opposition Labour Party leader, last March.



Mrs. Sadat with a daughter and Mr. Mubarak.

## Cautious Syrians avoid showdown with Mubarak

From Robert Fisk, Beirut, Oct 11

Two of the Arab states which had demanded the overthrow of President Sadat before his assassination last week — Syria and Libya — still have no idea who was behind the killing.

But President Assad of Syria and Mr Ali Triki, the Libyan Foreign Minister, agreed at a meeting in northern Syria today that the United States would try to force Mr Hosni Mubarak, the Egyptian President-designate, to comply with the Camp David peace accords between Israel and Egypt. Syria, anxious to give Mr Mubarak every opportunity to resist the United States, has refrained from criticizing him.

It was learnt today that before Mr Sadat's murder the Syrians had agreed to send an armoured division to Libya, carried by Soviet vessels, to help Colonel Gaddafi to repel any Egyptian attack. The Syrian troops would be armed from the large stocks of Soviet-made weapons that Libya has stored outside Tripoli and Benghazi.

Libya is worried about the manoeuvres of the United States Sixth Fleet in the Mediterranean and President Assad and Mr Triki expressed concern today at the movements of the fleet.

Since the Camp David agreement was signed in September 1978, the Syrians have been afflicted by a nightmare that Israel will attack Damascus, known as that Syria cannot count on Arab friends to defend her or to divert Israel.

This is why Syria is avoiding confrontation with Mr Mubarak, as long as he is induced to shrug off United States influence, Syria will be pleased to help, but Mr

Mubarak is unknown in Damascus. Syrian newspapers today published photographs of him embracing Mr Menachem Begin, the Israeli Prime Minister, and the captions contained no derogatory comments.

The Syrian and Libyan regimes are steeped in the conspiracy theory of history and the Syrian authorities have toyed with the idea that President Sadat was killed at United States instigation. Since Mr Sadat could clearly no longer persuade Arab leaders to join in the Camp David peace movement, they reason, it was in Washington's interest to introduce a new leader, sustained by Sadat's reputation. The only way of getting rid of the President was by killing him.

Such suspicions probably say much about Syria as they do about Egypt. President Assad's regime is under assault by the Muslim Brotherhood. At the weekend, when he was shown on television in the streets of Damascus, his car was surrounded by security men. Crowds of supposedly delighted onlookers were shouting slogans in support of their President, but paratroopers could be seen near his car, pointing their guns at the crowd.

Equally "spontaneous" demonstrations were held in Tripoli today as Colonel Gaddafi declared a public holiday to celebrate Sadat's assassination. It would not be going too far to say that the leaders in Damascus and Tripoli are almost as concerned about their future as are Mr Mubarak and the Egyptian leaders.

## Government offers to work with Solidarity

From Dossa Trevisan, Warsaw, Oct 11

The Polish Government has offered to set up a permanent joint commission with the independent trade union organization Solidarity to ease the food crisis, in what is clearly a conciliatory move.

A period of negotiations now seems to be ahead despite Government accusations that the political programme which emerged from the union's congress had increased the threat of political conflict.

The new proposal is the first by the Government since General Wojciech Jaruzelski, the Prime Minister, recently indicated the necessity to widen the circle of power, and the party newspaper *Trybuna Ludu* went even further in calling for a national consensus and touching on the possibility of setting up a coalition government. This might include Solidarity and the Roman Catholic Church.

The Government, in its statement over the weekend, said the immediate task of the joint commission would be to deal with the supply, price and rationing of goods. It also pointed out that shortages of hard currency were imposing further restrictions on imports, especially of raw materials.

The Government made it clear that Poland's chances of getting assistance from her partners, both East and West, would be improved by a stable Poland was fast ceasing to be regarded as a reliable economic partner.

This year the Soviet Union has given considerable help to Poland with raw materials in excess of the annual trade quotas. But Poland will be four million tonnes of coal short in her contracted deliveries. Moscow is now believed to have told the Poles that this lopsided trade cannot last indefinitely. Both East German and Czechoslovakia will now begin to put trade with Poland on what seems to be a strict barter arrangement.

Mr Jozef Cyrtek, the Foreign Minister, returning from a series of visits to Western Europe, said in an interview that he found diminishing willingness to grant aid to Poland. One of Solidarity's experts on trade, returning from the United States, said Western bankers would only grant further credit if union and the Government reached agreement, and some signs of improvement began to emerge.

The prospects for the winter are an uneasy crisis, spare part shortages and breakdowns, all of which indicates things will be worse than last winter. This will necessitate a further reduction in heating as coal output is down more than 20 per cent despite an increase in the number of miners.

Oil refining has fallen by 17 per cent and long queues of cars at the petrol pumps are again bearing witness to shortages of oil supplies. Farmers, in dispute with the authorities over wholesale prices, are simply not selling their livestock to the state market.

## IN BRIEF

### Two embassies gategashed

Moscow. — Soviet police have detained a Russian who drove into the United States Embassy with a loaded shotgun. He asked to talk to officials who later told him he had surrendered his gun to a marine and was allowed to talk to consular staff. On Saturday two teenage Soviet youths broke into the Belgian Embassy compound and asked for political asylum. Two hours later they were taken home.

### Briton held

Nairobi. — Oswald Kpokpoe Ankrab, a Liverpoolian, has pleaded guilty here to unlawful possession of drugs and was remanded in prison. Police had seized 396lb of marijuana from a house in a Nairobi suburb.

### Zaire purge

Kinshasa. — President Mobutu Sese Seko has replaced almost half his 26-member Cabinet, the Zaire news agency said. The surprise of the latest reshuffle is the removal of Mr Bomboko Lukumba, the powerful Deputy Prime Minister and Foreign Minister.

### Airport protest

Tokyo. — About 6,500 students, trade unionists and farmers held a mass demonstration in protest against the construction of more runways at Narita international airport, near Tokyo.

### Chess delay

Merano, Italy. — Victor Korchnoi, trailing three games to nil in the world chess tournament against the champion Anatoly Karpov, postponed the fifth game that was due to start last night until this afternoon. No reason was given for the request.

### Flood toll

Manila. — The death toll in a mining village hit by flash floods in the southern province of Davao Del Norte has risen to 152, the Philippines News Agency said.



Tarzan the untamed jungle

...the death toll in a mining village hit by flash floods in the southern province of Davao Del Norte has risen to 152, the Philippines News Agency said.



## The Times Profile: four key men at the Conservative conference

Michael Heseltine  
Environment SecretaryTarzan of  
the urban  
jungle

As recently as May the game seemed to be up for Mr Michael Heseltine. In 24 months he had changed from golden boy into whipping boy, blamed for the rates, the near loss of the shires to the Conservatives in the recent election, Ken Livingstone and, seriously, for the continuing and dramatic failure of central policy to bring local spending and employment down anywhere near the targets in the Government's economic plan.

Mrs Thatcher's cruel and unusual punishment in sending the stylish Mr Heseltine out among the ill-tailored grey men of local government seemed at first to be working. His smooth upward track — Oxford Union, publishing magnate, conference's delight, ambitious minister — was running into the sands of rate support grant.

In Knowsley and Croxteth he won hearts and minds. He will appear at Blackpool this week if not as the lion-hearted minister standing between the blue-rinse ladies and revolting Toxteth youth, then as the single minister who has been there at the urban sharp end, the man apparently who knows what levers to pull.

Mrs Thatcher may have thought when she despatched her minister northwards that she was dishing him. As Lord Halsbury found in 1962, such over-kill can easily make ministers into buffoons.

Despite their similarity of background — provincial (Mr Heseltine comes from Swansea) and bourgeois rather than metropolitan and aristocratic — relations between Mrs Thatcher and Mr Heseltine are not close. Such a considerable figure in Conservative governments and conferences is bound to be seen as a possible rival.

Yet there was something missing from Mrs Thatcher's calculations — if she did stop and think before authorizing the Merseyside jaunt. Mr Heseltine is not a philosopher, but an action man. His record in government shows his liking for Big Things: road projects, water at Transport, Concord when at Aerospace.

Even his interpretation of the fashionable minimalism of Mrs Thatcher's era has been big: getting rid of council houses was the Sale of the Century; slimming the Environment Department became a bravura exercise of managerial prerogative. And his heart was still with size: architectural competitions, planning the regeneration of London docks flying over the area in a helicopter.

Merseyside's problem is big and Mr Heseltine responded. He had a marvellous fortnight of visits, tours by coach and on foot, intense seminars with officials, continuous media interest.

The deep self-regard Liverpoolians have for themselves was flattered; the pin-stripe suits impressed the damp flat-dwellers and the scouse-speaking blacks. Mr Heseltine was the model of a shirtsleeves minister — except he wears those old-fashioned bands that gather men's sleeves — and a message went out from the Royal Liver Building: the Government was doing something.

Enough of that euphoria lingers to give Mr Heseltine his standing ovation this week, if he is careful. He could bore the conference — as he nearly did last year — with the nuts and bolts of his municipal legislation. No other party invests as much time and individual effort in the administration of Britain as the Conservatives; no other national party conference finds municipal affairs so boring.

why did he build up so complex and controversial a tool as his Black-Cranks can be not see that there are constitutional issues behind the financial aspect?

But Michael Heseltine is in no sense a historian and is even less interested in constitutions. He came to the Environment Department with a residual sense of obligation to the shires that have given him political life (he represented Tavistock in rural Devon before his present seat of Henley in Oxfordshire) but with none to any broader tradition of local government. At the same time Mr Heseltine has not the intellectual resources effectively to combat the localists, their academic allies or even the trendy anti-localist Social Democratic decentralizers.

This week he will probably indulge in that time-honoured sport of bashing socialist local authorities, and the faithful will love it. But come next week the complex issues of rates, local spending and the true limits of autonomy in a welfare state will still be unresolved — and Mr Heseltine's promised new legislation will not settle them — ensuring that the gold of his reputation could soon again be tarnished.

David Walker

Cecil Parkinson  
Party ChairmanCleanest  
Tory of  
them all

"I have one real objective: to help the Prime Minister win the next election. That's my challenge, my problem, my job," said Cecil Parkinson, the former Minister for Trade who, tomorrow will address the conference for the first time in his new role as party chairman.

"We haven't got an easy story to tell, but there isn't a government in western Europe that has."

"There is a hell of a recession going on, and we continue to talk as if we are the only country that has these problems. We have to set our country in perspective alongside others." By the next election there will, he believes, be enough elements of real achievement and progress to justify a second term.

His friends reckon he is outstandingly well equipped for his new job. Indeed, in some ways Mr Parkinson seems too good to be true: tall, handsome, charming and likable, only 50 years old, capable of working with fierce concentration from 8 am to midnight.

Since 1970 he has been the perfect constituency MP (for Hertfordshire South, previously the late Ian Macleod's) intelligent without being intellectual, self-made, brilliantly supported by a pretty, politically-committed wife — is there, one wonders, no flaw?

Seemingly not, though opinions about his abilities as a speaker varied from "very good" (a verdict to which he and his wife Ann modestly incline) through "variable" down to "narcoleptic."

If his own political profile has remained indistinct, it is, he believes, largely because his two main posts — Mr Heath made him an assistant whip in 1974, and spokesman on trade in 1976 — condemned him either to silence or highly specialized contributions in the Commons.

He has never been a man to cultivate either an image or any sort of power base; and he is, although as a friend put it, "a thoughtful person in the fullest sense" — of a theoretical or ideological bent. On the whole, he says, he supported the Heath government, but was not too happy about some measures, like the 1972 Industry Act which ushered in "lame-duck" aid.

He is keenly interested in mental health, and believes that increased help for the Third World (preferably through trade and know-how, not aid) is in everyone's interest. But on economic policy, he has long shared the views of Thatcherites like Nicholas Ridley, Nigel Lawson and Jack Bruce-Gardyne.

Coincidentally, perhaps, his background is also not unlike his leader's. His father, of whom he is both proud and protective, was a railwayman who survived a serious heart attack in his forties and is president of the local golf club.

Born in Carnforth, Lancashire, young Cecil did well at Lancaster Grammar School, and became a briefly a Young Socialist. After National Service in the RAF he went to Emmanuel College, Cambridge, where he read first English, under F. R. Leavis; then, thinking that "not quite sufficiently applied", he switched to law, doing the two-year course in one year and gaining a Third — but also a blue for running.

He still runs in the roads around their eight-bedroom Queen Anne house near Pottery Bar or their flat in Primrose, to counteract the effects of trade promotion trips around the world, now to be replaced by exhortatory excursions around the United Kingdom.

After Cambridge and a stint with Metal Box, he switched from law to accountancy, soon becoming a partner of the City firm he joined, then decided he wanted a business of his own.

With borrowed money he bought a north of England building firm, which he took with a partner into the specialist engineering field, selling out when he became Trade minister.

At the end it employed some 400 people.

Mr Parkinson's ability to explain complicated economic issues in the straightforward, practical terms of a businessman will stand him in good stead as party chairman. Equally, his easy rapport with leaders of industry and commerce, brilliantly used at Trade, should help restore the party's serious financial deficit.

Another big and more delicate task will be to restore morale at Conservative Central Office, where an 18-month pay-freeze, 10 per cent staff cuts and a major reorganization have caused serious disaffection.

In his 10 years in politics Mr Parkinson has shown that he possesses an unusual blend of efficiency, energy and charm. The task of persuading the country to take another five years of Thatcher medicine will show whether his powers of judgment and communication are of the same high order.

Roger Berthoud

Norman Tebbit  
Employment SecretaryHit man  
not spoiling  
for a fight

The first thing the trade union movement did on hearing that Mrs Thatcher had appointed Mr Norman Tebbit as Secretary of State for Employment in the last Cabinet reshuffle was to christen him "Four per cent Norm."

As a nickname it is unfair on Mr Tebbit, if only because his influence on the level of this winter's round of pay settlements will vary from slight to non-existent. Gone are the days when employment ministers invited warring parties to St James's Square and banged their heads together in a four per cent deal.

It is also the fate of employment ministers to be judged on the inroads they make into the unemployment pool, now a brimming lake, during their tenure. Again it is something neither Mr Tebbit nor any other incumbent can do much about.

But the unions know they are dealing with a hard-liner, put in by Mrs Thatcher to give more muscle to her desires for union law reform. He did not endear himself to them with his blunt inaugural remark that Britain would be a better place if everyone worked harder.

Terry Duffy, president of the engineering union and one of the few union leaders to have met Mr Tebbit, says: "Prior was a fellow who put his toe in the water and earned our respect. Tebbit has not

got the barometer of opinion: he is out of touch with the movement."

Mr Tebbit himself would undoubtedly disagree. He is proud of having risen from a working-class background in north London — where his father was a shop manager who lost his job in the Depression — via Edmonton Grammar School to a clerical job on the Financial Times. National Service in the RAF led him to a career as an airline pilot and a lay official of BALPA, the pilots' union, where he worked actively for 100 per cent union membership, which is not at all the same thing as a closed shop.

For two years he was national president of the Conservative Trade Unionists' Organization, a curious body which is scorned by the mainstream Labour movement and whose influence on Tory policy-making is not as great as it might be. An associate who worked with him then says: "Norman is a typical working-class Tory: blunt, committed and very ambitious. But he is, also, pragmatic: he knows what he can get away with. He's a trimmer."

Another says: "Jim Prior was a consensus politician, but with Norman, conviction overrules consensus. He is no intellectual, but he is very sharp. He is a realist who is quick to detect the direction of the prevailing wind."

Mr Tebbit is very much Mrs Thatcher's man, and it is to her entirely that he owes his rapid rise from the back benches through three ministerial posts in two years. He was one of her original "gang of four" who prepared her parliamentary ripostes to the Callaghan front bench while she was in opposition, with Mr Tebbit himself the hit man put in to deliver some of the more cutting responses.

His adversaries on occasion regarded the level of his debate as too low-flying that it amounted to the tropes of insult. Michael Foot called him "a semi-house-trained polecat" and Cyril Smith branded him "a slick, slimy, slithering individual."

Those who dealt with him at the Department of Industry as right-hand man to Sir Keith Joseph take a much kinder view of him. Even some union leaders remember him with something approaching fondness for the way in which he saw through revived Conservative doctrine to the social need for large injections of state aid to steel, shipbuilding and British Leyland.

Although there is no hint of rising damp about Mr Tebbit, his undoubted pragmatism is likely to temper his desire to reform union law. He will regard it as unrealistic, for instance, to attempt the total outlawing of the closed shop, much as he dislikes the institution.

Of the options currently being laid before him by his civil servants, he is more likely to choose those which once again make unions legally liable for

damages caused by unlawful industrial action, remove legal immunity from the organizers of unofficial strikes, and greatly increase the compensation to those sacked for refusing to join a union.

He is also likely to rush in where Mr Prior feared to tread, in outlawing union-labour-only contracts, in which companies indicate in their invitations to tender that all workers involved should be unionized. He will not feel it necessary, as his predecessor did, to consult at every stage. But he must be prepared for the new sobriquet Legally Enforceable Norm.

Alan Hamilton

Sir Keith Joseph  
Education SecretaryLooking  
back in  
anguish

Tomorrow the Tory Conference debate on education sees the first public appearance of Sir Keith Joseph in his new role as Education Secretary.

The purging of the Cabinet wets distracted attention from a secondary purpose of the recent Government reshuffle — that of removing Sir Keith from the Department of Industry, an appointment which had become embarrassing, both for him and the Government. But was the move to Education a demotion?

Sir Keith's anguished performances as he announced the spending of more taxpayers' money on yet another ailing industry — the parade of investment black holes: included Leyland, British Steel and ICL — betrayed his personal misgivings, but also drew attention to the Government's faltering industry policy.

Whatever the official rhetoric, the reality of the Industry Department's function during the recession has been to bail out companies essential to the national economy. Sir Keith had never been able to disguise the pain it caused him to be a reluctant interventionist.

Sir Keith suffers from an acute sense of intellectual honesty which has led him to regular displays of public confessions. He was among the first to admit that the central economic policy of the Heath government had been misguided and that his personal support for it had been regrettable.

He eagerly confessed that it was not until he began the born-again capitalist thinking inspired by the 1974 election defeats that he was

truly able to declare himself a Conservative. The confessions did not stop there. He was wrong about the tower blocks he had encouraged when Minister of Housing. He had been wrong to reorganize the NHS so drastically when Secretary of State for Social Services.

Coming clean does not come easily to a politician — and the usual politicians' tricks do not come easily to Sir Keith. He is incapable of the pretences needed to glad-hand, yet in private he is charming and has a good sense of humour. It is when on duty even during a gentle interview on home ground that Sir Keith adopts the awkward, anguished, deliberate manner which marks his television performances.

He cannot relax when a notebook is out. To the full-frontal question, the gentle chivvying, the warmly charming and the silent confessional approach, he responds by staring out of the window, looking worried. He would much prefer to discuss the question than answer it directly. He meets questions about himself with puzzled nervousness.

This heightened sense of shame at the vanity needed for political life has hampered his progress. He is one of the most able members of the administrations he has served in, yet he has held none of the major offices of state.

Did he never want to be Foreign Secretary, Home Secretary, Chancellor of the Exchequer, Prime Minister? "No, no, no and no," he replied, proud of his denial of forwardness and self-seeking. "When others wanted to be Chancellor of the Exchequer or Foreign Secretary, I wanted to be concerned with pensions and penal reform."

"It was a paternal tradition, but I have come to realize that you cannot hope to be effective in helping — in so far as help depends upon money — unless you allow a free enterprise economy to make profits."

Sir Keith was born in Portland Place in 1918 to an affluent, unlanded Jewish family. His father, Sir Samuel Joseph, was chairman and managing director of Bovis, the family firm, a Harrow, and the Second Cricket XI. He went on to a First in jurisprudence from Magdalen and to the Gunners in wartime, where he was known as "Smoke Joe" for his love of smokescreens.

He married Helen Guggenheim, an American sculptress, in 1951: the best man was Denis Lasdun — six months after meeting her at a tea party. The couple separated in 1978.

He began work as a builder, starting from the bottom, digging drains, and rose steadily to a seat on the board. By 1956 he was in the Commons, Member for the solidly Jewish constituency of Leeds, North East, which he has held ever since. Successive Prime Ministers rewarded his ability with power.

After the demise of Edward Heath, it became clear, most strikingly during a disastrous television interview with Ludovic Kennedy, that the hurly-burly of the top job would not suit him. Instead he has been content to be Mrs Thatcher's most conspicuous adviser, earning him the nickname "The Mad Monk" for the influence he has over the Tasarin. The sideways shuffle to Education has not dimmed that influence.

It would be wrong to guess that Education is seen as a quiet siding by either Sir Keith or the Prime Minister. He has always been interested in the subject — the only non-economic pamphlet commissioned by the Centre for Policy Studies under Sir Keith's stewardship was on education, the book promptly recommended to the DES civil servants on his first morning — and he has views, most particularly on making education more appropriate for national industrial needs, reviving Edward Boyle's neglected tertiary strand of technical education.

As an intellectual who has led the assault on classical economic theory, he is well able to counter the argument against the cuts which threaten the universities. As an unashamed believer in the unequalitarian distribution of intelligence, his arrival has encouraged those who would save the sixth forms in Manchester.

The DES is now third in Cabinet rank — the highest it has ever been — and he keeps his place on the important economic committee. Sir Keith has hardly been shuffled away.

Nicholas Wapshott

## When the high fliers first took off



Michael Heseltine, photographed by Terence Donovan while unsuccessfully contesting Coventry North in 1964. Jobs held: junior transport minister 1970-72, Aerospace Minister 1972-4, Environment Secretary since 1979. Publisher: MP For Henley.



Cecil Parkinson, elected to Parliament for Enfield in 1970. Jobs held: assistant government whip 1974, junior trade minister 1979-81, appointed last month to succeed Lord Thorneycroft as party chairman. Accountant and businessman. MP for Hertfordshire South.



Norman Tebbit as Conservative candidate for Epping in 1970. Jobs held: Chairman, Conservative Aviation Committee, junior trade minister 1979, Employment Secretary since last month's Cabinet reshuffle. Former airline pilot. MP For Waltham Forest, Chingford.



Sir Keith Joseph, arriving at Westminster in February 1956 to take up his seat for Leeds North East. Jobs held: Housing Minister, 1962-64, Social Services Secretary 1970-74, Industry Secretary 1979-81, Education Secretary since last month's reshuffle.



# Anwar Sadat, the prophet we took for granted

by Henry Kissinger

All smiles in 1978 at the announcement of a new car plant for Northern Ireland: Roy Mason (centre) with Don Concanon, then Minister of State for Northern Ireland (left) and John De Lorean.

## De Lorean is a winner, damn it!

by Roy Mason

Amid the welter of accusations, allegations, and frenzy surrounding the activities of the De Lorean motor car company in Northern Ireland, there is little doubt that the combined efforts of cynics, critics, publicity seekers, and bunglers are in danger of doing irreparable harm to a project that may well prove to be the lifeblood of Belfast — and therefore the province — and dash the hopes and aspirations of thousands of young people.

I fought long and hard for the establishment of new industry in Northern Ireland including the De Lorean project. It would be a tragedy if this brand new venture which by any measure has succeeded beyond our wildest expectations were to be hit by a result of inaccurate, ill-advised comment or lack of appreciation of the situation and circumstances that led to the establishment of the company in Northern Ireland.

At the time the De Lorean project was launched social conditions in the province were awful. Housing was disgraceful and in west Belfast, the Bogside, and Londonderry unemployment was appalling and well above the United Kingdom average. As Secretary of State I decided that the remedying of these ills was a priority.

De Lorean happened at a time when no private enterprise would ever have entered west Belfast without government intervention, government cash, and had bold decisions not been taken by ministers. When my proposal for De Lorean was laid before the ministerial committee no fewer than 15 government departments were represented which gives the lie to suggestions of lack of consultation with other areas of government.

I had great difficulties with the Department of Trade who were concerned that the cars were destined for only one country, the US market. The Treasury were concerned about the cost and it had to be firmly established that De Lorean were getting only that to which they were entitled, and which had been approved by the Cabinet, my new deal for Northern Ireland.

The Foreign Office were upset about the implications of Britain producing a commodity specifically designed to compete with the US domestic industry and asked whether a market survey had established that there was a market. The Welsh Office were concerned that this was a major project for Northern Ireland. I faced that team of 15 representatives on two occasions and eventually overcame all their objections.

De Lorean are now producing cars. Royalties are coming into the government. More than 2,000 people are employed, breadwinners in their homes, pride in their breasts and purchasing power in their areas. It is the revitalisation of west Belfast.

To those who criticize the speed with which the De Lorean venture was mounted, let me remind them that the company came after we had

already had the experience of dealing with other major American firms. The De Lorean plan had been elsewhere and was worked out in detail. The Northern Ireland Development Agency and the Department of Commerce and Ministers were able to deal fairly quickly with it, and make an assessment of what they were entitled to by law in the way of grants and loans.

The De Lorean board got what they were legally entitled to, as had other American firms, and there were two members of NIDA on the De Lorean board. I do not know, of course, since the deal was made whether individuals are making money out of the project. To me, that matters not, provided all is legal.

What matters is the survival of the project and the plan, and the development of its full potential. A good run for the existing car and then backing for the new sedan is what is wanted. It is a project of paramount importance to the city of Belfast, and to Northern Ireland, involving a total of 6,000 jobs at one plant. Industrial relations are good, and production and productivity have consistently been better in Northern Ireland than in the rest of the UK.

One had to recognize that when talking about money, orthodox Treasury economics never recognize the part it might play in undermining the terrorist recruiting drive by providing jobs. Politically, we have to in Northern Ireland, and if another 4,000 jobs are provided with a spill-over of many hundreds more in other plants, the young Catholics will look towards the Government as the real authority that has given them hope for a decent standard of living and a future.

Only recently I received a letter from John De Lorean which said: "Jointly, you and I can be justifiably proud of our mutual accomplishments. With your support we set a record, starting production with an all new plant, an all new product, an all new workforce, and an all new management team. In retrospect I grossly underestimate the magnitude and difficulty of the combination of problems that is reasonably behind us. Now we are up to 70 cars a day with the objective of 80 by the month end (September) and 130 by February, 1982."

"We are already well over our five year goal of 2,000 employees in Dunmurry. With consumer acceptance of our product, combined with our 1985 sedan model, I expect we will have over 6,000 employees in Dunmurry within five years."

Damn it all, what an achievement. From virgin ground, green labour, a breakthrough in motor car design, and the demand such that they are finding any squabbles in the United States for the product for which customers are offering 5,000 dollars above list price. Is it not worth encouraging?

The author was Secretary of State for Northern Ireland from 1976 to 1979.

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Isaiah Berlin once wrote that greatness is the ability to transform paradox into platitude.

When Anwar Sadat appeared on the scene, the Arab countries had too little confidence in their arms and too much faith in their rhetoric. The majority of them relied on the Soviet Union, which could supply weapons for futile wars but no programmes for progress in diplomacy. Negotiations consisted of exalted slogans incapable of achievement — the Arab countries wanted the fruits of peace without daring to pronounce the word. The nations of the West stood on the sidelines, observers at a drama that affected their destiny but seemingly without the capacity to influence it.

Within a few years, Sadat overcame these riddles. He went to war when no one thought it possible, and having restored Arab self-respect, he made a peace no one had dared to imagine. He moved his people toward a partnership with the West recognizing that a sense of shared values is a more certain spur to support than a defiance based on exalting poses. He eschewed romantic posturing in favour of attainable steps. And he shaped the attainable with a fine sense for the dramatic. He understood that a heroic gesture can create a new reality.

When he died, the peace process was a commonplace — Egypt's friendship with America was a commonplace. One day I sat with him in the study of the modest sandstone house he used in Aswan. Sadat was brooding about something or other, puffing on his pipe. One could see the dhows on the Nile, the mighty river bisecting a very narrow strip of green and flanked on both sides by the vast dunes of a seemingly endless desert.

more territory, obtained more help from the West, and done more to make the Arab cause reputable internationally than any of the leaders who ritualistically abused him at meetings of the so-called "rejectionist front".

Sadat bore with fortitude the loneliness inseparable from moving the world from familiar categories towards where it has never been. He raised our gaze toward heretofore unimaginable horizons. And when he had transformed the paradox and solved the riddle, he was killed by the apostles of the ordinary, the fearful, the merchants in the ritualistic whom he shamed by being at once out-of-scale and impervious to their meanness of spirit.

Sadat was a very great man who made the difficult seem effortless. The difference between great and ordinary leaders is rarely formal intellect but insight. The great man understands the essence of a problem — the ordinary leader grasps only the symptoms. The great man focuses on the relationship of events to each other — the ordinary leader sees only a series of seemingly disconnected events. The great man has a vision of the future which enables him to place obstacles in the road into boulders.

Sadat was, a noble man who was a pacifist for peace. One day I sat with him in the study of the modest sandstone house he used in Aswan. Sadat was brooding about something or other, puffing on his pipe. One could see the dhows on the Nile, the mighty river bisecting a very narrow strip of green and flanked on both sides by the vast dunes of a seemingly endless desert.



Dr Kissinger and President Sadat at Alexandria in 1975

The silence was interrupted by an aide who whispered something into Sadat's ear. Sadat rose with tears in his eyes and I got up as well. He embraced me for the first time and said: "They have just signed the disengagement agreement. Today I will take off my uniform. I hope never to have to wear it again."

On another occasion in a military hospital he was inspecting, he spoke movingly to me of how much Egypt had suffered, how an end had to be put to pointless conflict, how he did not want to send any more young men to die. Egypt needed no more heroes.

But a statesman must never be viewed as starry-eyed. He must have vision and depth — he must also translate his intuition into reality against sometimes resistant material. Sadat was neither starry-eyed nor soft. He was not a pacifist. He did not believe in peace at any price. I never doubted that in the end he would create heroes if no other course he considered honourable was left to him.

Any simple assessment of Sadat is therefore likely to be mistaken. Dozens of times I have been charmed by him. But he was also aloof and reflective and

withdrawn. Like many men of power, he had an almost carnal relationship with authority. He could hold his own with small talk, but on deeper acquaintance it became clear it bored him. He much preferred to spend idle time in solitary reflection in his restless peregrinations around his beloved country.

His urbanity made it easy to forget his antecedents as a revolutionary struggling for his country's independence and suffering for it in a succession of prisons. Such men are never "regular" fellows — however charmingly they present themselves. Revolution is a career that can attract only the deeply dedicated. Aloof, pensive, calculating, he took a long view but he would also insist on achieving it.

Sadat had an uncanny discernment. He handled four American presidents with consummate psychological skill. He treated Nixon as a great statesman, Ford as a living manifestation of incarnate good will, Carter as a missionary almost too decent for this world, and Reagan as the benevolent leader of a popular revolution, subtly appealing to each man's conception of himself and gaining the confidence of each. He

worked at identifying America's interest with his own. Sadat analyzed correctly that Arab radicalism tended to reinforce America's special relationship with Israel. This offered America no alternative: it added the argument of strategic necessity to the existing emotional ties. So Sadat set out on a course that would have been considered mad until he proved it possible: to woo the United States into a more "evenhanded" posture, to create an emotional bond that would produce an incentive for American assistance in recovering lands the Arabs considered theirs. In this sense the 1977 journey to Jerusalem was at one and the same time an act of nobility and a method of disarming Israel psychologically — a unique gesture of reconciliation and a device to isolate the Jewish state.

This explains Israel's ambivalence towards Sadat. Israelis, for decades not accepted by their neighbours, greeted Sadat's overtures at first with incredulity, later with hope, even exaltation. But there was also a gnawing fear that his seduction of the United States would ultimately leave Israel alone, and friendless in a hostile world.

Therefore Israel was torn between embracing Sadat's overture and hating its own terms, and nightmares. And the last page has not yet been written in a history in which both Israel's hopes and its nightmares could come true.

Sadat was more than the sum of his parts. By one of the miracles of creation the peasant's son, the originally underestimated politician, had the wisdom and courage of the statesman and occasionally the insight of the prophet. He defied his enemies: when abused by them he moved further in the direction he had chosen, persisting in what all thought impossible.

And there was always the pervasive humanity. On a recent visit to Egypt he invited my wife, my son, and me to dinner at his villa by the sea in Alexandria. The table had been set at the exact spot on the lawn where he had negotiated and signed the second disengagement agreement. During the course of the evening, I said that all Americans who had worked with Sadat owed him a great debt — he had made all of us look good.

The remark disturbed Sadat. He kept coming back to it. He did not want his labours to be considered personal — it was his duty, not his preference, to restore dignity to his country and give hope to his people and perhaps the world.

I do not want to pursue the argument with my fallen friend. But for once he was so persistent that I look good. Only he made it seem too easy, too natural, so that we took him too much for granted. And now that he is no longer with us and we have to journey towards peace alone, it is clear how much we needed him. Whether we will get there fastidiously or with a steady hand depends on us. But nobody can ever forget that we would not be on the journey at all without Anwar Sadat.

No other people has been so obsessed with immortality as the Egyptians: none has sought to capture time so persistently, at times with defiant boldness, at times passively. Now relying on endurance rather than grand assault, now raising tremendous edifices to faith in the future.

In his own way Sadat has moved towards age-old Egyptian dream of immortality. Peace will be his pyramids.

It has been an honour to be a contemporary.

## Why even a U-turn cannot guarantee Tory victory

One sombre fact hangs over the Conservative Party as it gathers in Blackpool, this week. In political terms the worst of the recession is certainly not over. If the Chancellor has his way it is still to come.

Living standards, which of all the conventional economic indicators are the best guide to what people will think about government, will fall steadily throughout the next 12 months. And unlike all of the previous elections in recent years, the Government's policies give it no room to generate a big recovery in the run-up to polling day. According to recent forecasts, produced by the Economist Intelligence Unit, living standards in the UK will be lower at the time of the next election than they are now.

Depending on whether the goes to the country in October 1983 or the spring of 1984, Mrs Thatcher will have to defend a term of office in which living standards will have fallen between two and three per cent. Even that assumes a generous Budget in 1983, with the standard rate of income tax cut by 3p, in the pound to take the edge off a drop in living standards of over 3½ per cent in the next 12 months.

As our chart shows, no

government has ever been faced with this prospect before. The Heath Government in 1974 in spite of a rise in living standards of over 15 per cent. The Labour Government which replaced it increased living standards by 10 per cent during its term of office.

Perhaps more importantly, both those governments used conventional pre-election booms to cram a rise in living standards into their final two years. Mr Healey had living standards rising at over 8 per cent in his last two years of office.

Like all governments of the past 25 years, the Conservative and Labour administrations lost in their attempt to gain another term after a full Parliament. Labour's victory in 1974 and October 1974 were carefully stage managed before problems could become apparent.

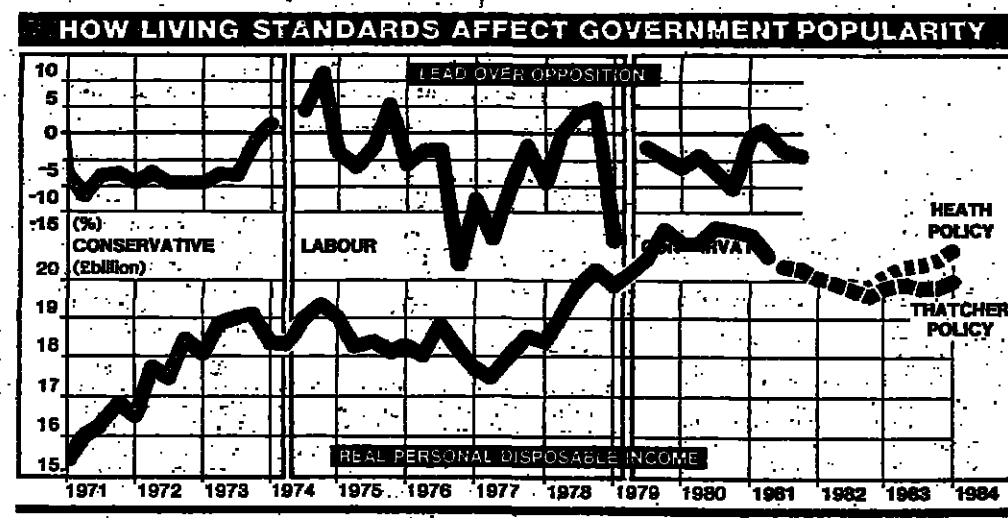
Yet as the chart also shows, what is remarkable about both administrations in the 1970s is the extent to which they were able to claw back within close sight of their opponents after going through periods of great unpopularity. Labour's election in 1979 was caused by the strikes in the public sector. Present policies offer no such hope.

national pattern, in which early austerity gives way to a pre-election consumer boom. Living standards soared in the early months of the Government and have only begun to fall seriously this year.

Of course, the Prime Minister has always said that she is determined to beat inflation rather than going for easy options of maintaining living standards. It is right to take home pay rather than to prices or, as some on the left would like, to unemployment. The answer is yes. The electorate is notoriously ungrateful. The better a government does at something, such as controlling inflation, the less important the voters think that issue is. When inflation is rising, the electorate starts to fall at the expense of more jobs; people ask why the government is not doing something to cure unemployment.

The measure of living standards which we have used catches the measure which most voters use to test how all this is affecting them. But they are in any case not likely to find that any of the other indicators are telling them something very different.

Inflation is not expected to come down significantly from



its present level. It can only do so through the pound rising again (which will worsen unemployment) or through wages being held down, in which case living standards would fall even further.

What about Mr Heath's alternative? To see if a U-turn would turn TINA (There Is No Alternative) into TIARA (There Is a Realistic Alternative) we have used the Treasury economic model to see what would happen if Mr Heath's proposals were put into effect. The chart shows that they give a rise in living standards, though they do not produce the sort of advance which people seem to require.

Turning to other aspects of the economy, the Heath package would cut unemployment by about a quarter of a million by 1984, would leave

inflation virtually unchanged and would stimulate investment.

The price for all this comes on the balance of payments. Mr Heath proposes British membership of the European Monetary System. By the time of the next election the forecast prepared for us by Paul Ormerod of the EIU suggests that the pound would need to be supported to the tune of £8,000m a year to stay within the European currency unit. Roughly half the money would be needed to cover our current account deficit and the rest to match an outflow of capital.

Economic models have to believe what they are told; the rest of us do not. It seems certain that a combination of the reflection which Mr Heath suggests and lower interest rates would force a sterling

devaluation at some point away the next two years. The extra inflation that would cause would depress living standards still further.

The Conservatives are thus in a position where, on all conventional reckonings, they are at a disadvantage at the election by their own efforts.

Whether some quite unexpected world developments will save the Government or whether the opposition parties will all contrive to throw away the advantage the economy gives them is something we can only know after the event. Sir Geoffrey Howe may have a strategy hidden up his sleeve to win the election. But it is a secret in British politics today.

David Blake  
Economics Editor

## Room with a view — and a wrangle

Sir Anthony Parsons, the poetry-loving British ambassador to the United Nations, has just emerged the victor of a ferociously fought diplomatic battle in New York against our Consul-General, Hugh Overton.

Ever since his appointment in 1979 Sir Anthony has been irritated by an anomaly. His official residence was on 65th Street, near Fifth Avenue — more than a mile from the UN and often a half-hour's slow drive away in heavy traffic. The British Consul-General meanwhile lived at Beekman Place, overlooking the East River, only a five-minute walk from the UN's green glass skyscraper.

Yet Sir Anthony's polite (at first) suggestions of a swap were firmly rejected first by Gordon Booth, then by Overton, his successor as Consul.

Sir Anthony is the senior diplomat of the two but he has no authority over the Consul-General. Thwarted, therefore, he appealed to what my observer of this residential squabble describes as "a higher level". This may have been Lord Carrington, the Foreign Secretary, who has a fine record, of course, for mediating between quarrelsome envoys.

The decision was in Sir Anthony's favour and the reluctant Overton has had to move across town.

Diplomatically, both protagonists now claim to be delighted with the result, and in the best traditions of such wrangles each feels himself to be the gainer.

Sir Anthony and Lady Parsons are entranced by their river view, although it includes some crumbling ruins of a Victorian-style fever hospital and one of the dreariest industrial segments of the borough of Queens, dominated by advertising signs for Pepsi-Cola and Gordon's Gin. Lady Parsons is a keen user of the swimming pool in the basement.

Overton, too, has adjusted well. He imperiously cleared out some of the Parsons' eclectic furniture. ("Too much clutter," he explained briskly). The proximity to Central Park also allows him to take his dog for long walks.

Pie-eyed Raymond Craigie Aitchison, the writer, tells me an amusing tale about his father, the late Lord Aitchison, Lord Advocate for Scotland in Ramsey MacDonald's Government.

Lord Aitchison, KC, who as defending counsel never lost a case on a capital indictment, suffered from an inclination towards the bottle — a weakness which occasionally got him into trouble.

## THE TIMES DIARY



Israel has banned *Playing for Time*, the award-winning American television film on the Nazi extermination camp of Auschwitz, because of the pro-Palestinian sympathies of its leading actress, Vanessa Redgrave.

The film, scripted by Arthur Miller from Fania Fendler's book *The Musicians of Auschwitz*, portrays the bizarre orchestra of inmates which was assembled for the entertainment of the camp's mass murderers.

Miss Fendler (who is portrayed

by Miss Redgrave) and a large body of Jewish opinion in the United States opposed Miss Redgrave's engagement by CBS, but her performance won her an Emmy for best actress last month.

At the time of the presentation Miss Redgrave was in Beirut proclaiming her solidarity with Yasser Arafat's Palestine Liberation Organization and the nation-building Irish "freedom-fighters". Israel Television says that while it would not normally be swayed by an actor's political opinions it could not show a film whose star was believed to desire the eradication of Israel.

His son says he once had a dream too many after a case in the High Court in Edinburgh over which he had presided as Lord Justice-Clerk. As he returned home that evening he stopped to buy a hot pie from the stall which used to stand at the foot of the Mound in Princes Street. But inexplicably he found himself negotiating for the whole stall and ended up as its owner. The news flashed round Edinburgh that he was dishing out free hot pies to all and sundry, and from dingy offices a multitude of solicitors emerged to take advantage. It took a rescue mission from his

Lordship's household to rescue the great man from his predicament though it is unlikely he ever got his money back.

Aitchison will relate the tale in a biography of his father he is writing with the journalist George Saunders. It will include a fascinating exchange of letters with Ramsay MacDonald about the 1931 political crisis.

Case for treatment

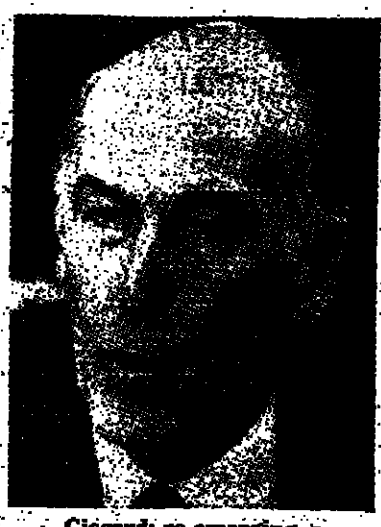
finding a seat in chambers, and years of penny building a practice — Messrs Ede and Ravenscroft, legal robe makers since 1689, have added a new horror. In the latest issue of *Guardian Gazette*, they advertise 100 per cent horse-hair wigs at £135 a time, "treated against anthrax".

A winning note

The last year has proved highly successful for the Philharmonia Orchestra not just in the concert hall, but on the soccer pitch. Even without the capacity houses frequently seen at the Estadio, the Philharmonia football team won four of its six matches last season.

But according to the report in the Philharmonia's 1981-82 Yearbook, some of the victories seem due to more than just soccer skill. Festival Ballet were beaten 7-3 when muddy conditions tended to hamper the Ballet's nimbleness, and they thrashed the BBC Symphony Orchestra 9-1 at a time when the BBC players were suffering from inoculations for a forthcoming overseas tour.

The Philharmonia did not go completely unscathed: horn player Huw Jenkins, at right back, was injured in the drawn game with the BBC Concert Orchestra, but is reported to be now fully recovered and heading the Philharmonia Darts Team (which sounds a lot safer).



Giscard: re-emerging

Valéry Giscard d'Estaing is emerging from his self-imposed isolation since losing the French presidential election in May. He is planning a come-back, which he code-names "Operation bergère de Randanne". The bergère is an isolated restaurant in his home region of the Auvergne. He is to be seen there, with up to 130 supporters at a time, tucking into *saumon en belleme, coquelet rôti à la crème et aux morilles* and *bavarois aux framboises*.

This attempted political return from the dead has rather more style than making speeches in Manchester. Edward Heath might note Giscard's faithful report that their man pays much more attention to other people than he did when President. He could hardly pay less.

Quiz answers

1. Mr Edward Heath launched his attack on the Government's economic policy.
2. The Melbourne Declaration is a commitment by the Commonwealth heads of government to review the North-South dialogue.
3. Poland, where the Government's increase in the national wage caused unrest at the Solidarity national congress.
4. Mr Philip Hoggard, Conservative MP for Carlton, because of his commitment for Government action on transport.
5. Nicky Hatter in *Fiddlers' Hall*.
6. The miners' union rejected a 9 per cent pay offer from the National Coal Board.
7. The miners' union rejected a 9 per cent pay offer from the National Coal Board.
8. Indira Gandhi's speech at a breakfast-time luncheon at the Chateau de Val de la Chapelle in the English National Opera to appear in Paris and London during a tour of the French Republic.
9. Guillermo Vives and José-Luis Cien, the terms of which have been agreed to the terms of the Davis Cup.
10. Shirley Williams declared that she would be "willing" to fight the by-election at Cradley.
11. Staff Sergeant Peter Proctor was cleared of trying to smuggle 12,000 of part and wine into Britain.
12. The Government requested a 2 per cent increase in the rate of the standard rate of income tax.
13. The Prime Minister's speech to the House of Commons on the subject of the standard rate of income tax.
14. Last Wednesday's election.
15. The Prime Minister's speech to the House of Commons on the subject of the standard rate of income tax.
16. President Karl Carstens of West Germany called for a "new spirit of understanding" in an attempt to encourage people to get out of their caves and work and approach the country side.

Michael Horsnell





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## THE DE LOREAN AFFAIR

Eight days ago the managers and workers at the De Lorean car factory in West Belfast were celebrating a remarkable achievement. In just three years, an automated plant has been erected on virgin fields, a sports car has been designed for the American market and is now being snapped up by it, and 80 cars a day have been coming off the line to be shipped to De Lorean cars the single largest exporter in Northern Ireland. Some 2,600 people have found work and hope in a benighted area where one in three is out of work, a sharp advance on the commitment in 1978 to find work for 1,500 within five years. Now this success has been clouded, threatened, by allegations against the company's founder, Mr John De Lorean. The nature and circumstances of the allegations raise almost as many questions about those who have made them as they raise about Mr De Lorean, but as the affair enters its second week there is one certainty: it must not be allowed to drag on through a second week, aggravated by official blunders, and daily compounded by confusion in the press. It has been a bad eight days.

The basic confusion, manifest in the original charges by two former employees, is between financial irregularity and corporate structure. The two are quite separate issues unless making a profit is a criminal offence. It certainly offends some of the commentators that, because of the

corporate structure, Mr De Lorean and his investors stand to do very nicely if the company succeeds as well as it seems possible it will do. But if this is a criticism that anyone wants to make it must be directed at the original deal between the British Government and Mr De Lorean, and it is in any event Catch 22 criticism: if the project fails, government should have hedged its bets more in preference stock or not invested at all; if it succeeds, government should have taken a bigger equity gamble. Hind-sight is rampant. Original critics of the deal said Mr De Lorean would not be able to build a car and if he built it he would not be able to sell it. Now that he appears to be doing both, the ground has shifted. He is too successful; how dare he wish to pay back and buy out the government shares? Would that British Rail, or British Steel, or B.L. could be accused of similar outrages. The truth is that the Government will have done its duty and done well by all if it succeeds in Northern Ireland in encouraging private enterprise to create jobs and prosperity and nobody should begrudge the entrepreneur the fruits of his labour.

Financial irregularity is another matter altogether. The Government acted swiftly enough when the charges reached its attention. The trouble is that it acted clumsily. No public interest was served by the precipitate

announcement from No. 10 that the police were investigating; it seems that this was done of Mrs Thatcher's doing — though her name reached the headlines — but the result of a small flurry in Downing street in response to press calls while she was in Australia. Mr De Lorean says he has no complaints. He is showing undue civility. The proper course would have been a swift private inquiry followed by private rejection of the informants' allegations or a public prosecution. Allegations of this kind are made every week. This is certainly what would have happened if the informants had contacted the press. Very severe penalties in libel attach to newspapers which broadcast unsubstantiated suspicions. But that, in effect, is what Government did: very few reputations stand untouched by an announcement that they are the subject of police investigation. The Solicitor General in mid week realised this and tried to emphasise that the inquiries are routine. But the mischief had been done.

This is why it is a matter of daily urgency for the public to be told whether expenditure has been disguised or improperly allocated. If there has been impropriety it will be a grave matter and the law must make its course. If there has not been, then there must be a concerted effort to repair the damage and restore the momentum of hope in West Belfast.

## GREECE AT A CROSSROADS

On the face of things, the Greek electorate will be making a radical choice when it goes to the polls next weekend. The two main contenders are the governing New Democracy party which has been in power since 1974, when the military regime collapsed; and the Pan-Hellenic Socialist Movement (Pasek), which is proposing a reversal of many of the policies followed during the past seven years. Pasek advocates a far-reaching "socialization" of the economy, and is also committed to the principle of leaving both the European Community and Nato, as well as closing the American bases in Greece. If past policy statements are to be believed, therefore, victory by Pasek could mean a dramatic change in Greek foreign policy designed to take the country out of the western camp and make it non-aligned. And the indications are that Pasek is within reach of victory, even though it may not win an overall majority of the seats in Parliament.

There are, however, reasons for believing that if the party won the election its policies would be a great deal more clear cut. For some time now Mr Andreas Papandreu, the party's leader, has been going to great pains to qualify past

commitments. As regards the Community, for instance, he has called for a referendum on Pasek's proposal to leave and negotiate a special relationship along the lines of Yugoslavia. But he and everyone else knows that the calling of a referendum is a prerogative of the President, not the Prime Minister, and that President Karamanlis is most unlikely to agree to one on this issue. So recently much of Mr Papandreu's emphasis has been on insisting on a change in the terms of membership, and being prepared to be difficult if Greece did not get its own way.

On Nato, Mr Papandreu has been critical of the agreement last year by which Greece returned to the alliance's military structures. But since Pasek's policy is to press for the dissolution of both Nato and the Warsaw Pact, it is possible that a Pasek government might confine itself to reversing that agreement while remaining in the alliance with a status like that of France. A key consideration is the need not to upset the Greek armed forces. Mr Papandreu has said that nothing will be done to jeopardize their supplies of equipment, and that is taken as a commitment not to move too far, or too fast, either in relations with Nato or on the

American bases, whose statute is due for renewal.

In toning down party policy in this way, Mr Papandreu has had a clear tactical aim: to win over the centrist vote without upsetting those on the left of his own party. The fundamental question, therefore, is whether having once won the election he might drop his new-found moderation, particularly if he found himself forced to rely on backing from the Communist Party. Understandably, Mr Kallis, the Prime Minister, has been stressing the dangers of that happening; and he hopes if Greece's partners in Nato and the EEC, the election is a matter of great importance, because of the issues at stake. They can take some comfort from the positions taken recently by Mr Papandreu, which suggest that a Pasek victory would be less of an upheaval than had been feared, as well as reflecting the health of Greek democracy. And sensitive handling by Greece's allies would do something to limit any possible damage.

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spoke and voted only for themselves. That has changed. It is now the form of the Labour Party conference, the distribution of power within it, and its relation with the Parliamentary Labour Party that belatedly attract notice and come under attack. The Conservative conference, at any rate post-Hume, begins to look not only deeply rooted in party history and parliamentary democracy, but also practical and fairly efficient. It cannot change or make policy that is Westminster's prerogative — but it can influence and has influenced Conservative policy makers more than once.

Anybody must be at risk attempting to predict precisely how the Conservative conference will go in Blackpool. Ministers, the 1922 Committee, and the constituency rank and file have not been so profoundly disturbed and reshaped since the news of Mr Macmillan's illness and resignation reached Blackpool in October 1963 and the fortnight's melodrama of the struggle for a new leader began. Mrs Thatcher is undoubtedly allowing herself to become dangerously isolated from even relatively mild critics of Government policy, disregarding men of substance and overlooking the party highweights. There is a spreading sense that she must show as much willingness to learn as to teach.

Yet, Conservative conferences being what they are, the activities of Mr Heath, Mr Rippon, and the "Blue Chip" bunch of backbenchers will do much more to protect than to damage her. Conservative representatives will take with them to Blackpool many worries and doubts, but though the deferential days are dead, they know that conference ritual needs a tribal hero or heroine, as a country needs a flag and a national anthem. To adapt the words of R. A. Butler in one of his historic calculated indiscretions, Mrs Thatcher is for the time being the best prime minister the Conservative Party has. Like her predecessors, she will be hailed at the seaside as such, and Heaven help any Brutus who sharpens the dagger this week.

## David Wood

### No welcome for a Brutus in Blackpool

As 4,000 or more constituency representatives (a plague on anybody who calls them delegates) make off for Blackpool today for the opening of the Conservative Party Conference, let us be sure what their errand is.

They have not been summoned there by Mrs Thatcher as party leader, Ministers in the Government she presides over, the party chairman, or the 1922 Committee in the Commons. They will be there at the bidding of the National Union of Conservative Associations, theoretically to discuss how to support their party in Parliament. It will be little more than coincidence if Mrs Thatcher, Ministers and MPs, turn up in the hall to note what the representatives say or resolve.

Historically, that states the position, though not the practice. Why? Simply because with the coming of adult suffrage last century, Conservatives in Parliament created their party in the constituencies. With Labour it was the other way round. It was a coalition of trade union and other organizations outside Westminster that created the Parliamentary Labour Party to represent them in the Commons. The difference of origin and therefore constitution still misleads the innocent.

Fewer than 20 years ago Conservative Party leaders deliberately kept aloof from party conferences. Winston Churchill even chose to stay isolated or insulated in Lytham St Anne's rather than Blackpool and, like Harold Macmillan used to arrive on Friday night merely to address a mass rally on Saturday and receive a hero's welcome from the constituency

hewers of wood and drawers of nails. In due course, the party chairman reported to the Leader what the conference said or decided. There was, — and is — no explicit commitment that any notice should be taken, although in practice the party's rank and file mood has been treated with calculating respect.

Alec Hume as party leader set a new fashion after "the magic circle" controversially produced him from a top hat. He decided to attend the party conference from beginning to end, listening to debates, hobnobbing with National Union officers, getting to know the rank and file, and generally proving that party democracy could be more amiable than a 14th Earl.

Mr Heath and Mrs Thatcher, his successors, continued the practice, which television saturation cover has made valuable to the leadership, if not obligatory. So it is that day by day in Blackpool this week, at a carefully chosen moment, Mrs Thatcher will move centre stage and stay for hours on end, in full camera view. And her rally speech will be on Friday, because PR men have insisted that sport kicks the hell out of politics on Saturday afternoons. After all, party conferences nowadays have television as their overriding raison d'être.

Through the years left wing journalists, home and foreign, have given themselves a Roman holiday butchering the Conservative Party for running a less democratic conference than Labour. A Conservative conference they used to say, was rigged from beginning to end; from the conspiracy to choose anodyne motions to the triumphant belabouring of party leaders and their lieutenants. Women reporters spent a small fortune and incredible enthusiasm describing the extravagant millinery in the hall.

Nature's shop stewards from Fleet Street, who easily stomach trade union block votes and blatant gerrymandering at Labour conferences could not swallow a Conservative conference where card votes were scarcely ever taken and delegates

## Loyalty and dissent in the Party

From Mr Geoffrey Rippon, QC, MP for Hexham (Conservative)

Sir, Mr Chris Patten in his admirable article (October 10) has, to my mind, struck the right balance in his assessment, in the context of calls for loyalty, of the discussions now taking place within the Conservative Party. He and his "Blue Chip" colleagues are properly concerned with the present and if dissent on particular issues is to be regarded as disloyal to Mrs Thatcher.

On the first day she entered No 10 as Prime Minister, Mrs Thatcher, paraphrasing the prayer of St Francis of Assisi, said, "Where there is discord may we bring harmony." In that same prayer St Francis also affirmed that it is "in forgiving that we are forgiven".

The Conservative Conference in Blackpool will be a great success if old hatchets are buried and there is a recognition that present policies must be continually reassessed in the light of changing circumstances and with due respect for differing convictions. Yours faithfully, GEOFFREY RIPPON, House of Commons.

From Mr Paul Ashton  
Sir, Mr Heath's call (report, October 7) for a return to "consensus politics" and for Europe to "put a ring fence round its money and capital markets" demonstrates the political and economic naivety of the former Premier.

High interest rates are an essential part of a successful strategy to reduce inflation, while the recent interest rate increases are a response to the flow of petrodollars to America in search of high and secure returns. Though high interest rates are unwelcome (at least by borrowers), the effects attributed to them by Mr Heath are grossly overstated. The link between interest rates and investment-induced economic growth was questioned long ago by Mr Heath's own guru, Keynes. Investment takes place, he said, when businessmen see the prospect of profits being made, interest rates having only a marginal impact.

No "ring fence" will bring about economic growth or lower inflation rates. The economy will only pick up again when profits are possible. The result of increased productivity and lower unit costs, not lower interest rates (which in any case would be put in jeopardy by calls for more public expenditure).

As for "consensus politics", what this term means is not, as Mr Heath claims, pursuing policies that "unite the nation" but adopting policies which are not likely to be changed by the Opposition when they become the Government. This may have worked in the 1940s and 1950s, but how does one obtain a consensus on issues such as education, health, the EEC, and nuclear disarmament? The two major parties disagree vehemently on private education and health schemes, on withdrawal from the Common Market and on unilateral disarmament.

If Mr Heath really wishes a "consensus" on these issues, if he wishes to move further towards the socialist alternatives, he should take the first step by joining the SDP. Yours faithfully, PAUL ASHTON, 365 London Road, St Leonards-on-Sea, East Sussex.

such a compromise? At most it could get an easing of the economic burden that Poland represents. But it is not such a costly burden to the Soviet Union, and a reduction in it could be achieved by cutting aid. Nor could Western finance for Poland help the Soviets avoid a need for military intervention if it came to that point. Western finance would be more likely to increase the need. The West therefore is on a losing wicket. Indeed, in financial terms it has already effectively lost most of what it had at stake.

The second requirement in Poland, good economic management, can follow only from a resolution of the political controversy. It too requires a national consensus to emerge; it cannot be imposed on Poland from outside. In any case, the International Monetary Fund has not been successful in applying conditionality to centrally planned economies and would hardly know where to begin with Poland. Western assistance at the present time would therefore simply serve to finance a continuation of economic disorder.

## Pragmatic view of the Countryside Bill

From the Chairman of the Countryside Commission

Sir, As the Wildlife and Countryside Bill moves into its last stages there has been a sustained barrage of criticism from a host of well meaning sources directed not only at individual clauses but also at the central policy of the Bill which is based on voluntary cooperation between landowners and occupiers and the forces of conservation. Indeed many have voiced the opinion that they would rather have no Bill at all than the measures which have been so fully debated.

Yet it has to be recognized that most Bills are to some degree analogous to the curate's egg, and the Wildlife and Countryside Bill has many good parts. The major voluntary body concerned with the protection of birds, for example, has acknowledged that Part I represents a significant step forward and includes proposals for which they have long been fighting. Others in the voluntary field have gone on record in welcoming many of the provisions of Part II dealing with landscape and habitat protection.

It is however the question of management agreements, intended to protect the sensitive sites and specifically the compensation arrangements associated with such agreements, which are being directed. The lack of compulsory fallback powers, the stance of the Ministry of Agriculture in regard to making a contribution to the necessary funding, and the anticipated intolerable burden of cost as the years go by have all had a full airing.

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## Letters to the Editor

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## THE ARTS

## Television

## Countdown to God

Twelve Americans, a figure with Biblical echoes, have walked on the moon and last night three of them appeared in the new series of *Everyman* on BBC 1. Two testified that they had found God; the third couldn't go right along with that as he was still searching for something or other, but he was quite definite about finding science wanting. With such a cast it seemed there could be great joy for the heavenly minded at the end of a Sunday evening.

But *Everyman*, which I would not be without, has great worthiness, one of its shortcomings is that it sometimes tries to put quarts into pint pots, which tends to make something of a mess and leaves short measures all round. For instance, there was that night in the last series when Peter France, an excellent interviewer, confronted Hans Kung and Edward Schillebeeckx at the same time. Now, theologians are like wise men at a time is a pretty good rule: two are certain death by circumlocution.

Last night's error was to get too taken up with all that moonshot hardware, rockets, buggies, space suits — and a 35-minute countdown just does not allow for it if you are going to find the whys and wherefores of three gentlemen's post-lunar changes in direction. After all, the programme was called *Heaven's My Destination*, to which many of us would say "Amen".

The astronauts were very different people. First, Jim Irwin, a controlled kind of man, unsurprisingly a jockey; unsurprisingly because he had that taut look that comes from resignation to daily fatigue. He was born a Baptist but distanced himself from religion until Target Moon appeared. Then he sensibly decided to get things straight. The moon did the rest. Now he is an evangelist.

"I am glad I can come back from space and say 'God is alive,'" he said and talked about the moonlight experience, obviously tremendous, especially when it proved to be a return flight. But what I wanted to hear was something of his belief. What does he tell unbelievers about heaven, hell, judgment, after-life? He did not get the chance.

Next there was Ed Mitchell, the one still searching, a comfortable-looking chap, a management consultant, now and the founder of the Institute of Noetic Sciences, which researches into ESP, parapsychology and alternative science. Science is a methodology," he said. "As a belief system it is disastrous." He had also come from a fundamentalist Baptist background. Now he wanted to reconcile science with man. I found his destination vague and his route circuitous but he seemed happy enough.

Lastly there was Charlie Duke, an absolutely absolute fundamentalist. "I find whenever science gets to the right answer it agrees with the Bible," he said, which must have made them duck at Mission Control. Science had distracted him from his Baptist upbringing but the moon had changed all that. He left NASA thinking he wanted to earn money, went into the beer business and did so, quickly, but found it not enough. "At 36, I had reached the top of the ladder."

When his wife converted to charismatic Christianity he followed, finding a new ladder. Some of his friends, he said, thought he had gone over the deep end.

Altogether rather frustrating. Any one of these would have made a whole programme and we might have found out a little more about their thinking. As it was they seemed more moon-struck than God-struck.

Dennis Hackett

## Interview

## Pictures of a cottage industry

Two films by major British directors open in London this week: Karel Reisz's *The French Lieutenant's Woman* and John Schlesinger's *Honky Tonk Freeway*. Don Boyd, co-producer of *Honky Tonk*, talks to John Higgins about the tough way into the British film industry.

Don Boyd goes to some lengths to avoid looking and behaving like a typical producer. During the day the front door of his office on the fringe of Wardour Street cannot be reached by taxi: the way is blocked by vegetable stalls and the mighty display of the Chicken King, who is reputed to sell quantities of plucked fowl during the working week. Boyd is 32, public school educated and Scottish; he does not talk in superlatives, which makes a change on the preview cinema circuit. And he admits to having made a few mistakes since he first forced his way into the closed world of feature films with two pictures the critics did not much care for called *Intimate Reflections* and *East of Elephant Rock*.

When *Honky Tonk Freeway*, co-produced by Boyd and Howard Koch Jr. and mainly financed by EMI, opens in the West End this week he will be much better equipped to withstand the critical reaction, which, if the American example is anything to go by, is likely to be mixed. Rex Reed and Judith Christ gave it their seal of approval but *Variety* reserved its own very special brand of vitriol for its notice.

"I made a number of miscalculations when launching *Elephant Rock*, the biggest of which was to appeal to the better nature of the critics. I presented myself as a young guy new to the business, which was true, and asked them to be nice to the picture. They weren't."

"In retrospect I feel that it was pretty unjustly treated. There were flaws in the script and probably the mood of nostalgia was miscalculated, but John Hunt and Jeremy Kemp were terrific, but when I was accused of remaking *The Letter* I didn't know quite what had hit me — I had never seen Maugham's *The Letter*, let alone read his short story on which it was based. The other day I re-ran *Elephant Rock* and it did not look a bad £90,000 worth."

*Honky Tonk Freeway*, directed by John Schlesinger and with a substantial posse of Schlesinger's favourite American actors, is a rather different financial proposition. It concerns the fight of a small Florida town to take back its own streets from a nearby freeway and so rekindle its dying tourist business. Like *Midnight Cowboy* it shows Schlesinger's fascination with the more tawdry aspects of American life. In the first instance Boyd himself was going to direct it.

It began as quite a modest project. Like most of my films, based on what I had seen while driving around the



British film-maker Don Boyd, and right, William Devane leading the fight for the tourist trade in *Honky Tonk Freeway*

States. I took the idea along to Barry Spinkings at EMI, who approved it but felt it was not suitable for a small-budget picture. So it grew and grew. Stars were engaged and John Schlesinger came in as director. So what had been conceived as a road movie in my mind's eye, while I was working with the second unit on Brian Forbes's *International Velvet*, became a \$12m film.

"When we first screened it for EMI, it was running two and a quarter hours. But, as Hitchcock once said, never make pictures of a length which makes people worry about going to the bathroom. So we have cut it by half an hour."

*Honky Tonk* in style, size and subject looks a long way away from the films which brought Boyd his first successes in Britain. Derek Jarman's punk version of *The Tempest*, for instance, and Roy Minton's uncompromising view of Borsalino, *Scum*.

"The subjects I have chosen tend to be British because I feel part of the industry here in Britain. I've absolutely no wish to work, let alone live, in Hollywood. On the other

hand, that is no reason to reject American themes. One of my next projects — and this is a film I am going to direct myself — is called *Gossip*, based on the life and manners of one of those lady columnists we know all too well. It's being scripted by two New York journalists and I hope I'll get Kate Nelligan for the leading role. I want to capture something of the mood of *The Sweet Smell of Success* or *La dolce vita* — Fellini has always been my god."

The other work in progress, though, is British. I'm particularly pleased that Chris Petit, one-time film critic of *Time Out*, is working for us. Some surprise has been expressed that he is making P. D. James's novel *An Unsuitable Job for a Woman*, but that idea came from Chris and not from me. He sent me a couple of P. D. James and a Pat Highsmith, saying that he was attracted by the undercurrents as much as by the detective elements. Shortly after we bought the P. D. James, 20th Century Fox acquired another of her books, *Innocent Blood*, for \$1m, or thereabouts. I can assure you we paid nothing like that amount.

"The man who has championed Chris, and indeed this whole project, is David Puttnam. He has been one of the few people in the industry here who has been totally supportive, particularly at the times when he had no need to be. I came into this business almost totally blind and I bought experience dearly: I had to spend a lot of money promoting my company within the trade and I learnt quickly that, if you go in with no favours owing, then you are likely to be in trouble. I was accused of going on an ego-trip. I wasn't. It was the only way to get a foot inside the door."

"What has hurt most over the years is the realization that a number of my contemporaries simply did not want me to succeed. And, in some cases, still don't. Maybe I'm paranoid about that, but I don't think so. I see this office as a clearing house where people come in with their ideas. I am not a hustling producer who puts together a project and looks around for a director to make the film; I'd rather the director came to me. And I certainly don't see myself as a studio head: we're still far too much of a cottage industry."

## Theatre

## Acting unnaturally

## Romeo and Juliet

## Aldwych Theatre

Unnatural acts are committed in the Royal Shakespeare Company's *Romeo and Juliet*. Not only the unnatural acts of performers pretending to commit the natural acts of murder and suicide, but also actors forcing the public to suspend disbelief in Ralph Koltai's stiff stage setting, Ron Daniels, whose production it is, neatly slides past the lack of a balcony by admitting Romeo into a garden of the imagination where he and Juliet may easily wander. He finds no neat way to bring on Juliet's supposed corpse, create a tomb and have Friar Lawrence stand next to her and explain that he must make his way to Juliet before she wakes in her grave. Not for the only time the audience must obligingly ignore the actual stage picture, forgetting that the body has just been placed at stage level in a ceremony. The design is cruelly limiting to the dramatic flow of the play.

One advantage of the setting is its resemblance to a city street. That encourages the rival families to behave like street gangs and while Mr Daniels never precisely

evokes *West Side Story*, he captures the adolescent qualities of the play in a more vital fashion than usual.

His actors are young and unfamiliar, and the roughness of their aggression is both ritualistic and real in appearance. The street fight that leads to the deaths of Mercutio and Tybalt is initially an exercise in masculinity without deadly intention. It escalates through the convincing hot-headedness of Chris Hunter's Tybalt, spurred on by the aristocratic superiority of Jonathan Hyde's disdainful Mercutio.

For a while that youthful mood keeps the play afloat, and it keeps Anton Lesser's Romeo motivated all the way to his death: his passions are young and all-consuming. It is not quite so for Judy Buxton's Juliet. She is captivated in her moments of happiness, girlish indeed in her discovery of love, but her grief is operatic and unmoving.

The adult dimensions of the production, and most of the adult performances, interfere with the drama as surely as Mr Koltai's design. There is no living characterization among the older generations, with the sole exception of Brenda Bruce's nurse.

Ned Chaillet

## Rock

## Laurie Anderson

## Riverside Studios

To express inner tension through the studied composure of elements of civilized behaviour is the tactic chosen by an American strain which includes the rock singer David Byrne, the short-story writer Donald Barthelme and the performance artists Robert Wilson and Laurie Anderson. Miss Anderson, a post-punk gamine who appeared in London over the weekend, matches any of them for external self-possession and a calculating ability to confuse the commonplace with the bizarre.

On a set so severely elegant that it might have been designed by Mr Wilson, she presented extracts from her work *United States*. The 21 vignettes encompassed songs, instrumental music, films, slides, light-play and mime. Each piece conveyed an elliptical, dream-like effect; taken together they seemed to make a statement, not least a reaffirmation of the much-

abused potential of mixed-media performance.

Miss Anderson plays the violin with a bow on which magnetic tape has replaced horse-hair; in conjunction with electronic effects this made her sound like a psychedelic orchestra on "Cinema Song", the artificially harmonized line wavering microtonally above a sombre drone. Another device raises and lowers the pitch of her unnaturally calm voice to exaggerated degrees, and adds a robotic hollowiness.

Her oblique, anecdotal speeches achieved a surreal quality which echoed the words of William Burroughs, projected on to the screen as an epigraph: "Language is a virus from Outer Space". For the finale, the screeching violin and racketing taped percussion accompanied film of a neon Statue of Liberty and a whirling Stars and Stripes, closing a performance of outstanding wit, economy and intelligence on an unusually rhetorical note.

Richard Williams

## Opera

## A Midsummer Night's Dream

## Apollo, Oxford

Benjamin Britten's operatic setting of Shakespeare's Athenian fantasy came of age this year, and was greeted to magical applause by Sir Peter Hall and John Bury at Glyndebourne. Bravely, Glyndebourne. Touring Opera have included it in this month's repertoire: it can be seen on forthcoming Fridays, respectively in Nottingham, Southampton and Manchester. I went to it in Oxford last Friday.

The young GTO cast had all understudied their roles in Sussex this summer, and several principals had sung in it elsewhere. They work well together, and individually, already at home in Hall's production, staged for the tour by Guus Mostart, and watchfully conducted by the company's chorus mistress, Jane Glover.

There is room for starchy performances in Britten's setting. John Michael Flanagan's Bottom, bulky, brimming with enthusiasm and activity, is one; his bass-baritone is not yet large, but it projects well, even in these awkward acoustics, and his clowning, quite unsophisticated, compels amusement, for example in the scene with Tyndarus and her four minions. He wears the ass's head to admiration.

Hall's other "rude mechanicals" were, if anything, under-characterized at Glyndebourne. On tour we have Adrian Thompson's Puck, forthcoming Flute, and Roger Bryson's quietly authoritative Quince, while Christopher Ross qualifies Snug's lion for a place in *The Muppet Show*. Britten set his paradoxical sights too low in the "magical mirth" of their play: at Glyndebourne Sir Peter removed the embarrassment, but on tour that is not quite avoided.

The lovers, on the other hand, almost dominate the piece now, so personable and vivid do Helen Walker (Helena) and Jane Findlay (Hermia), Peter Jeffes (Lysander) and Henry Herford (Demetrius) make each of them — all are well known to GTO and other operatic audiences. The pursuits, confusions, the major quarrel, and the lovely quartet of jewelled rediscovery, were all conveyed as

strongly as anything in the opera which, when new, was supposed to treat their contribution unfeelingly.

The supernatural characters occasion less respect here. The Oberon and Tyndarus can sing their music, but lack venom, a quality richly projected, however, by GTO's Puck, 15-year-old Dexter Fletcher, a lithe tumbler and vivid speaker whose maverick attitudes emphasize that real fairies are cruel, not pretty.

The essentials of Hall's production are on view: the trees and bushes as animated as the people who move them about, the dry-ice mist at the end of the second act, lovers asleep, Puck aswim in the flood. Small details have had to be adapted for touring, and at Oxford I admired without being, as at Glyndebourne, enthralled. Perhaps the strange theatre, perhaps the lighting-board, reduced a magic spell into a decent operatic representation. Britten's magic did not, by itself, restore the enchantment. It is still, incompletely, a great production of the best Shakespeare opera since Verdi's *Falstaff*.

William Mann

## Ballet

## Isadora

## Covent Garden

Opening the Royal Ballet's season at Covent Garden on Saturday night, *Isadora* proved to have shed about 15 minutes since last season. The chief sacrifices are the pianist whose grapplings with the heroine on the floor of Paris Singer's house were one of the more ludicrous episodes, and the necklers who previously interrupted one of Mary Miller's harangues in her role as Isadora's voice.

However, the complaint about the ballet, voiced pretty generally, it seems, was not about its length but that it

was misbegotten; and the more often you see it, the more apparent that is. Even the fact that Merle Park has managed to give more weight and drive to solos cannot hide the fact that Kenneth MacMillan's choreography never comes remotely near indicating why people all over the world considered Isadora Duncan a great dancer.

It is difficult to take seriously an account of Duncan the dancer which completely ignores Greece, unless you count the allusion to brother Raymond's odd clothes (and they surely came later than shown), nor on that has a sailor as a tango partner as important characters while leaving out Rodin.

Perhaps we all misunderstood, and MacMillan really meant the whole ballet as a farce. That would explain the musical-comedy style of the first dance scene, at the railway station; also the long series of parodies of dance styles: ballet, Spanish, Lotie Fuller, Russian, American. Unfortunately, even the bits clearly meant to be funny are not well-done; the choreography for the Spanish dance troupe, for instance, would hardly get by as an improvisation for a rag concert. There is something slightly desperate about the way the dancers play that and some of the other parts; and who can blame them?

John Percival

## Concert

## Hallé/Loughran

## Festival Hall

The Hallé has over the years cultivated a special friendship with Berlioz. Its founder knew the composer well, and Hamilton Harty in the 1920s had Paris critics visiting to see how the relationship was going.

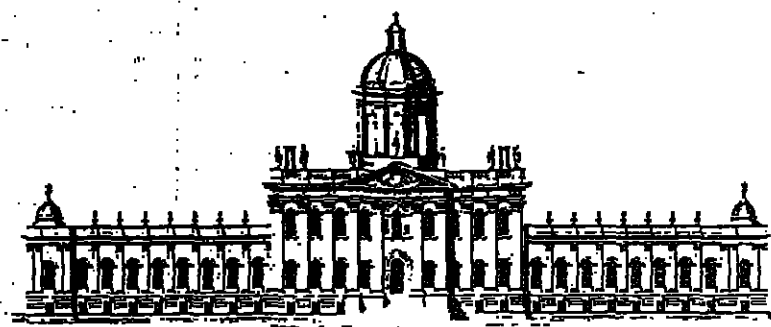
The orchestra still plays as though acutely aware of its long association. In his *Nuits d'été* it touched in the finely selected colours of Berlioz's meticulous scoring with a welcome delicacy.

Particularly in "Le spectre de la rose", which earned its own spontaneous applause, its approach was minutely sympathetic to Dame Janet Baker's performance, her control of the musical line as sure and as subtle as Berlioz's setting of Gautier's words, and a deeply moving contrast in its remembrance of things past to the live immediacy of the preceding "Villanelle".

"Long and not particularly amiable" was how Brahms described his First Symphony. And if on Friday we were not entirely persuaded that the reverse was true, it was due less to the quality of

playing and more to Mr Loughran's stern, austere classical reading, too unyielding to release the power, charge the conflict in the outer two movements, or liberate the lyrical heart of the second. It was probably not a performance for Brahms lovers to hold close to their hearts, yet Mr Loughran's unforced, no-nonsense treatment of the last movement's great melody epitomized a plain strength and directness of speech which had its own considerable appeal.

Hilary Finch



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## Stock Exchange Prices

### Capitalization and week's change

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## New call for Thatcher to make a U-turn

By Rupert Morris

A hefty nudge to persuade the Government to change direction of its economic policies comes today from one of its most loyal supporters, the Association of British Chambers of Commerce.

It calls for a £2,000m investment package in defence, telecommunications, roads, and railways, with positive support for industry through the introduction of two-tier interest rates and other specific measures.

Sir Monty Finniston, the president of the association and former British Steel chairman, says in his foreword to the association's paper entitled *A Policy for Industry*: "The regeneration of our manufacturing industries has now become a matter of utmost urgency."

Mr James Ackers, chairman of the association's economic and industrial committee, was reluctant to make any direct criticism of the Government and emphasised the association's support for the 4 per cent public sector pay target.

He added: "If the Government is too concerned about the public sector borrowing requirement, and fails to take measures to improve the economy, the pressure on the PSBR will get worse. The Government must come to decisions about what industries it wants to retain and be prepared to spend money on research and development."

Lower interest rates are urged as a priority and the association's paper suggests a subsidised rate for companies with United Kingdom manufacturing operations. Mr Ackers said he had in mind the sort of system that operated in France and Belgium where there is a 3 to 4 per cent difference between the general and the subsidised rate of interest.

Without a change of trade policy the association warns that Britain could become "the dumping ground of Europe".

The Government is urged to take a firmer line on observing the rules of the General Agreement on Tariffs and Trade, to abandon its "legalistic" approach and be prepared to retaliate whenever British entry into markets is unfairly obstructed.

Spending on transport and telecommunications would also help business and produce an increase in national income.

Of Britain's declining manufacturing industry, the paper says: "The tax yield on oil has risen as a result of escalating energy costs which are paid by British industry and Government has used this revenue to finance social spending rather than to reduce other industrial costs."

Treasury policy over the past two decades is criticised for restricting credit at times of economic crisis, then paying out more in social benefits to appease public anxiety about unemployment.

The key to industrial success, says the association, must be the reconstruction of the consumer durable industry, which provides a ready market for components. Three other sections are suggested for priority treatment: civil aviation, the defence industries and construction.

Allbook and Hasfield of Nottingham, Birtley Engineering of Chesterfield, Dovy Neco of Worcester and Quaker Hall of Barnsley have been invited to China next year in return for the recent visit of the Chinese Machinery Import and Export Corporation (Machimpex).

## Economists press for £5,000m reflation

By Melvyn Westlake

Fourteen front-rank economists today called on the Government to reflate the economy with a £5,000m two-stage boost to output and employment.

The call comes from the 14 academic economists who form the Clare Group, chaired by Professor Robin Matthews, Master of Clare College, Cambridge. Others include Sir Alec Cairncross, an economic adviser to an earlier Conservative Government, Professor Reddaway, adviser to the Confederation of British Industry, Professor Marcus Miller, a former adviser to the House of Commons Treasury Committee, and three other former economic advisers to governments and an economic adviser to the Midland Bank.

Under this plan, which is dependent on the willingness of trade unions to moderate their wage claims, the Government would introduce an expansionary Budget this autumn, pumping £250m into the economy immediately, with a second instalment in the spring if wage demands were at an acceptable level.

In the latest Midland Bank Review, published today, the economists say that the present economic policy has miscarried in a number of ways. They say that there is now a clear need for policies to restore the competitiveness and profitability of United Kingdom industry.

The nation's unit labour costs must be brought down relative to output prices and to those of overseas competitors by combining a further depreciation of the pound's exchange rate, cutting taxes on labour, slowing down wage growth, and increasing productivity by each worker as the economy recovers.

The Government's monetary targets would be relaxed, but monetary control should not be abandoned altogether. Such targets should be kept in some



Sir Alec Cairncross: Government policies criticised.

form to act as a long-stop in case wages rise too fast. Salient features would be a reduction in the National Insurance Surcharge, increased tax allowances cut back value added tax, and some trimmed nationalised industry prices. Public spending would be increased.

Although the total package would amount to £5,000m, the effects on the public sector borrowing requirement is estimated to be nearly £3,000m. This is because of the savings on unemployment benefit and the extra tax revenue that would result from higher incomes. These measures would be implemented in two stages. If the trade unions wanted the second stage of this package to be carried out, they would have to demonstrate their preparedness to moderate their pay demands.

The sums involved are no more than two per cent of the nation's gross domestic product but the economists say that they

are more attached to the mode in which measures are presented—their conditionality—and the prospects they offer for further steps in the future, than to the arithmetic of the measures themselves. They want to see Government, management, and unions pulling together.

Rebutting arguments that the proposed boost would push up interest rates and "crowd out" private investment, the Group argues that such investment is constrained not by dear money but by the gloomy outlook for the demand for goods. Higher government spending would probably "crowd in" more business activity than it would "crowd out".

Referring to the damage done by the excessively high sterling exchange rate that prevailed until the beginning of this year, the economists say that when such increases in the value of the pound are only temporary, the effect is somewhat like an income policy. It is liable to create an illusion that counter-inflationary policies have worked better than they will prove to have done when the pent-up forces are released.

In an apparent desire to make their policy recommendations more palatable to the government, the economists believe that a change in economic policy need not mean jettisoning all that has gone before. "In the present context, the policy shifts which are called for do not in our view require the abandonment of the fight against inflation."

However, they want to see a further drop in the pound. At present international wage and price levels, a return to full employment in the United Kingdom would require a "real" exchange rate at least 10 per cent lower, and possibly as much as 20 to 30 per cent lower.

## US threat to limit steel imports

From Peter Hill,  
Toronto, Oct 11

Europe's struggling steel makers are facing a new threat to restrict their exports to the important United States market. American steel companies worried by the impact of a weakening market by European and other producers, are pressing the Reagan Administration to tighten import controls.

Formal calls for investigations may be lodged with American regulatory agencies in the next few days.

Prospects of anti-dumping investigations being reactivated by American steel makers would pose a serious threat to the fragile recovery programme being undertaken by European producers and the European Commission.

The possibility of further difficulties in steel trading between the EEC and the United States has cast a shadow over the annual conference of the International Iron and Steel Institute which begins here tomorrow and is being attended by the world's steel industry leaders.

US Steel, America's largest producer, has intensified its



Mr MacGregor: "Trigger price" is preferable.

lobbying in Washington and is reviving anti-dumping suits which it withdrew three years ago. "With the American companies US Steel is alleging that foreign governments are subsidising steel exports to America."

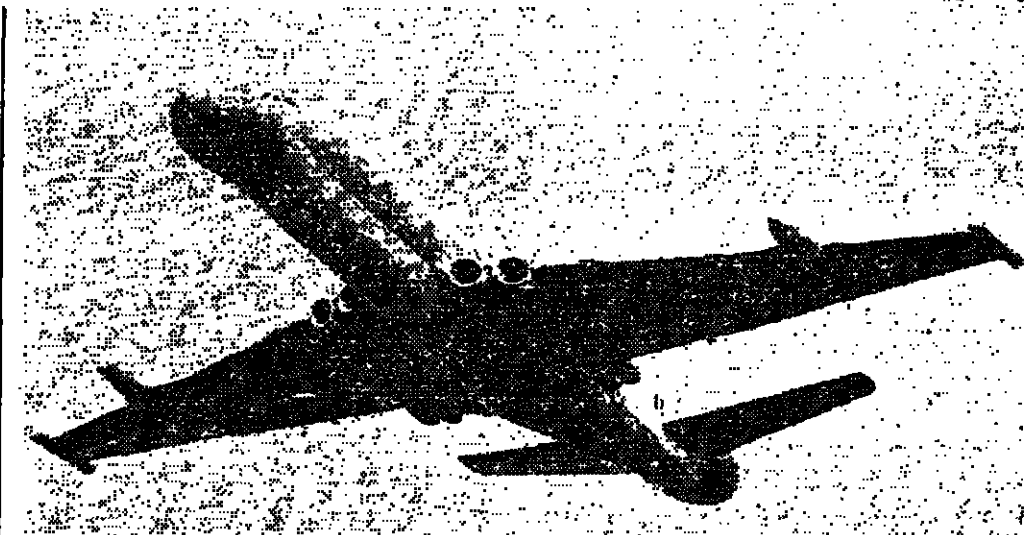
The steelmakers want President Reagan to increase "trigger prices", the mechanism which is designed to prevent foreign producers from selling steel in the US market at prices below production costs. Based on Japanese production costs, the trigger price established a minimum price for imports, and any steel sold below that level can be investigated and if warranted duties can be imposed.

So far the Reagan Administration has refused to meet the industry's demands to increase trigger prices.

The threat of further controls is expected to dominate informal exchanges between steel industry leaders here over the next few days. Any action taken by the United States would hurt the British steel industry, particularly the British Steel Corporation which has been plagued by back business in the United States market which it lost last year.

Mr Ian MacGregor, the BSC chairman, said here today that the trigger price mechanism in his view was preferable to other alternatives.

"The troubles over US-EEC steel trade are symptomatic of the European steel glut where steel runs out of one market into another", he said.



The Nimrod Mark 3, Britain's latest airborne early-warning system

## Government veto threatens big order for Nimrods

By Arthur Reed, Air Correspondent

Concern is growing within the aerospace industry that Britain will lose multi-million-pound orders for airborne early-warning systems for Saudi Arabia.

Indications from Westminster and Whitehall are that the Government has decided as a matter of policy to allow the United States a clear run in attempting to win the order, which is for five aircraft, engines, and advanced avionics electronics (avionics) equipment.

Aerospace companies are puzzled by the decision, taken apparently for political reasons which are not clear to them. They believe they should have been encouraged to enter into competition with the United States for the order, and that they would have won because they claim a better performance.

All the British industry has been allowed to do is to indicate to the Saudis that the British early-warning system, contained in the Nimrod aircraft, is available. But a proposal that the three companies largely involved in the Nimrod project should make a joint sales approach to the Saudis has found no positive response in Downing Street.

The three companies are British Aerospace which makes the aircraft; Rolls-Royce which produces the four jet engines which power it; and Marconi Avionics, which has developed the equipment which goes on board.

Each fully equipped Nimrod costs as much as £60m and that would be additional contracts worth many millions of pounds for ground stations.

British Government policy appears to be that Britain should make a strong sales pitch only if American sales efforts fail. The British industry believes it should be allowed to compete for the order because not only would it stand a good chance of winning and creating several thousand high-tech jobs in Britain, but it would also reduce the price of the 11 early-warning Nimrods being produced for the Royal Air Force.

The early-warning Nimrods, based on the well-tried Comet airliner airframe dating back to the early 1950s, is competing with an American system carried aboard Boeing 707 airliner aircraft. While the British system's radar is housed in bulbous fairings in the aircraft nose and tail, the American system uses a huge radar disc on top of the fuselage.

Details are secret but both systems are thought to be able to "see" low-flying intruder aircraft 200 miles further over the horizon than a ground radar station. The Saudis want the system for all-round protection.

The first early-warning Nimrod started its flight trials in Britain recently. All three companies concerned in its development and production are well placed to sell to Saudi Arabia after having a strong presence there for many years. British Aerospace has a lucrative management contract with the Royal Saudi Air Force and has sold it numerous military aircraft.

## Jobless will rise to 3.5m, brokers say

By Our Economics Staff

Two economic forecasts published this morning predict that unemployment will rise substantially above three million next year.

According to City stockbrokers James Capel, any recovery in the economy is likely to be absorbed by the latest 4 per cent rise in bank interest rates and the continuing deflationary thrust of fiscal policy. As a result, the rate of increase in unemployment could start to accelerate again.

This will induce a more realistic pay round, but the forecast says the effect will be to depress real incomes severely, with the result in mortgage rates this implies that consumer

spending will decline sharply over the next 12 months. Companies may again reduce their stocks in the face of weak demand and the high cost of bank borrowing, the brokers say.

As a result, the level of jobless could reach 3.5 million by the end of next year (including school-leavers and not seasonally adjusted).

Another stockbroker, Simon and Coates, says unemployment could be around 3.25 million after next year's school-leavers join the labour market.

The brokers say the output measure of gross domestic product may not have reached its lowest point.

## Training plans under fire

By Our Correspondent

Government hopes of creating a modern industrial training system through voluntary arrangements by employers and unions are facing growing opposition.

The Conservative-controlled Association of County Councils and the Government's own further education unit are among the latest organisations to say that the idea will not work.

Mr Norman Tebbit, Secretary of State for Employment, will hear some of the criticisms at a conference of the British Association for Commercial and Industrial Education at Wem-

bley today. Leading figures from industry, education, and Whitehall, are addressing the two-day conference which was called to discuss how apprenticeships can be reformed, how education and training can be provided for persons under 19, and training can be opened up to all workers.

The main issues are whether this can be done without placing statutory obligations on employers and whether employers and the Government should pay.

## BNOC chief hits out at Whitehall

The Government's North Sea taxation policy, and how the oil revenues are being spent, comes under attack today from the Philip Shabone, chairman of the state-owned British National Oil Corporation.

It is important to have the right balance in taxation to encourage investment in exploration and development, he says in the latest *Coast and Energy Quarterly*.

The introduction of Special Petroleum Duty in the last Budget had led several companies to announce postponement of development projects.

"The industry has expressed concern that the new 90 per cent marginal tax will deter exploration plans."

"Since production of oil commenced on the United Kingdom Continental Shelf, there have been 13 changes in taxation, including six changes in the petroleum revenue tax since 1979."

He agreed with the Government that the oil production peak, due in the middle 1980s should be flattened to conserve reserves. "But this must not be done at the expense of exploration and development", he said.

Mr Shabone thought the oil revenues received by Whitehall should be used to ensure adequate future energy supplies.

## US 'answer' to Siberia gas

The United States, which is opposing the proposed Siberian pipeline to provide gas for Western Europe, is expected to suggest other options this week, says the State Department and Energy Department representatives testify before a Congressional Energy Committee in Washington.

Senior administration officials yesterday reviewed a draft of a report designed to dissuade West Germany and other European allies from

going ahead with financing a Trans Siberian natural gas pipeline.

The proposed 3,600-mile pipeline would transport an estimated 40 million to 70 million cubic metres of natural gas from the Soviet Union to Western Europe over the next 20 years.

The United States has expressed concern that the sale of gas would increase European dependence on Soviet energy supplies.

## BUSINESS BRIEFING

### Oil prices 'not rising'

The Organization of Petroleum Exporting Countries does not expect any rise in its prices next year, Dr Subroto, Opec's president (right), said in Manila.

This would mean a decline in real terms, Dr Subroto, Indonesia's Mines and Energy Minister, told a conference of the Asian Council on Petroleum (Acopec). "The feeling among Opec members is that we should freeze the price in 1982 to give a chance to the world to recuperate from economic sickness."



The trend towards a decline in oil demand among the developed nations, by about four per cent in 1981, would be offset to some extent in 1982 and beyond by increased demand

### Shoes jobs stay despite squeeze

No further redundancies showed up in the latest returns from the British Footwear Manufacturers Federation, despite static retail sales and declining deliveries to the trade.

The sales slump meant that 3.8 million pairs were "absorbed" by the trade in July compared with previous month's 10.8 million.

Orders in July were also down nearly 27 per cent, although five-month figures indicate some trend towards recovery at 13.6 per cent up.

### Print recovery hopes dashed

Hopes of a recovery in the demand for printing have been dashed by the recent increase in interest rates, according to the British Printing Industries Federation.

Stock building will be inhibited even when the retail trade moves towards the Christmas sales peak, the federation says. Sterling's decline, however, has given some relief from imports competition although this has not resulted in firmer prices in printing.

There has been a slight reduction in the proportion of companies with below-normal order books.

## Ronson deal completion

Mr Jeffrey Port's private Cavain group is to announce the completion of the purchase of Ronson Products assets later today. The lighter and electric shaver group went into receivership in August with debts estimated at between £6m and £8m but Mr Port is not expected to disclose his purchase price.

Ronson, formerly employed 1,250 staff but that number was halved on the receiver's appointment, it is not clear how many jobs will be saved at the Leatherhead, Surrey and Tyne and Wear factories. Mr Port has said he will try to save as many as possible.

## Oracle extension

ITV's Oracle teletext service begins regional transmission in the Scottish television area today.

## VW America prices up

Volkswagen of America is raising its suggested retail prices for 1982 model cars and light trucks by an average of 3.4 per cent or \$250 a unit from comparable 1981 prices.

VW said the increase applied to both domestic and imported vehicles sold in the United States.

## Training for 300

Six industrial training boards are to offer as many as 300 places to unemployed young people in chemical, ceramics, glass, petroleum, rubber, plastics, print and paper products.

Increases in the prices of gold and silver in 1982 are forecast by *Analysed Metal Trading* in its second issue of Metal and Economic Trends.

## THIS WEEK

Today: Mr Peter Rees, Minister for Trade, to report on his recent export promotion mission to South-East Asia. Japan Trade Mission members to give their views on last week's talks with CBI and ministers. International Iron and Steel Institute starts annual conference in Toronto.

Tomorrow: Provisional figures for industrial production.

Wednesday: Figures for indices of average earnings (August) and basic rates of wages (September).

Thursday: Sir Geoffrey Howe, Chancellor of the Exchequer, and Mr Gordon Richardson, Governor of the Bank of England, to speak at the City dinner for bankers and merchants at the Mansion House. Bank of England to release details of United Kingdom banks' assets, liabilities and money supply, together with London dollar certificates and certificates.

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Index 89.4

## Dollar

Index 106.4  
DM2.1920

## Gold

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## Money

3 mth sterling 15 1/4-15 1/2  
3 mth Euro \$ 164-16  
6 mth Euro \$ 161-164

Friday's close



# Sainsbury goes shopping in the North

There have been some delays at Sainsbury's, too, but Mr Davis says that has occurred because experience is showing that some units should be larger than had

## The Homebase DIY store Croydon

The food superstore has nearly 23,000 square feet of selling area. The separate Homebase, in which Sainsbury is an equal partner with B&B-INNO-BM, the Belgian DIY specialists, has more than 16,000 square feet of sales area including a garden centre.

Homebase, that is not a development director who is also the Homebase chairman, of six Homebase openings planned for the next financial year only one will be teamed with a Sainsbury food superstore; this will be at Southampton. But in 1983-84 another nine are planned with four linked to a food superstore.

**Derek Harris**

director among a relatively small group of specialists. It was told: "There are only 10 men in the United Kingdom capable of doing the job, here are the names, none of them

senior management jobs — the mid-forties — have been dropped and many oil companies are coming very close to recruiting 50/60-year-olds.

programme. All this is stimulating growth worldwide and creating new markets and more jobs at the top than there are people to fill them.

## Gauging the worth of a Tops course

The three who are still without jobs blame the economy for their predicament, not the Tops course ("very useful").

So if the management

starting "Taylor Hall Publishing" in Chearsley, with a friend to handle publications for non-profit organizations. But for him and also for Michael Fry, now an antique dealer for the trade after 10

been successful in the way originally anticipated it still seems, on balance, to have enabled 13 people to find compatible work-styles —

## FINANCIAL REPORTS

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3,878	Airsprung Group	67	-2	4.7	7.0	10.6
1,100	Armitage & Rhodes	44	+1	4.3	9.8	3.7
11,069	Barton Hill	190	+2	9.7	5.1	9.2
1,101	Debarsh Services	97	+1	5.5	5.7	4.8
4,199	Karl Horsell	112	+2	6.4	5.7	10.1
8,524	Frederick Parker	59	-1	1.7	2.9	25.7
941	George Blair	51	-2	—	—	—
3,899	IPC	96	-2	7.3	7.6	6.9
2,454	Jackson Group	97	-2	7.0	7.2	3.1
15,458	James Burrough	112	-	8.7	7.8	8.2
2,958	Robert Jenkins	290	-	31.3	10.8	4.0
2,640	Suttons "A"	54	-	5.3	9.8	8.3
1,877	Jorday Limited	suspended	-	15.1	8.1	7.2
2,554	Twinclok Ord	1	+1	—	—	—
2,047	Twinclok 15% ULS	75	+1	15.0	2.0	—
5,340	Unilock Holdings	35	+1	3.0	8.6	5.3
10,647	Walter Alexander	84	+1	6.4	7.6	5.5
5,274	W. S. Yeates	226	+1	13.1	5.8	4.3

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## Strong performance expected from Glaxo

## This week

A slight question mark over the Glaxo's figures is whether the group will choose today to

**TOMORROW:** Interior: Ash and Lacy, Associated Biscuit Manuf., Clifford's Dairies, S. W. Farmer, John Finlan, Hunting Petroleum Services, Midland Marts, More O'Ferrall, Senior Exg. Grp., Shires

Photograph by Chris Gregory  
Expect a modest increase in

## Brokers' views

on, favourably because of possible bad debt problems

## How Honda backs the trend to lower sales

ent and those of Nissan Motor Company, the second largest, 4.9 per cent. However, Honda's domestic sales went up 3.1 per cent between January and August.

Plans for license production of its cars with BL are just about the only prospect of significance which Honda has in the domestic market.

will be combined and on April 1  
Mr. B. C. Hines, managing  
director of IC Insurance Hold-  
ings, - will become manager,  
insurance and investments.

to their potentially large oil structures under a favourable fiscal regime, including Mariñex and Carless, Capel Gas & Oil Acreage is also favoured.

taken in sorting out its problems. The United Kingdom activities, even though it has withdrawn from most of the loss-makers, will remain difficult for some time but the



BY THE FINANCIAL EDITOR

## Public responsibility and private capital

Anyone can call up spirits from the vasty deep. But will they come? asked Harry Hotspur of Owen Glendower. Mr Michael Heseltine is to be praised for his initiative in inviting 20 or so institutional investment managers and bankers to examine ways of revitalizing Liverpool's Toxteth and other decaying inner city areas. But can and will the money men do any good?

The banks, pension funds and insurance companies are put in an unenviable position. Clearly they will be keen to show their willingness to act as public-minded citizens and help solve a deep seated social problem. Over recent years, the growing financial muscle of the institutions has carried in its train an awareness among large investors that they are firmly in the political spotlight. Both the Wilson Committee and the spectre of direct investment by the state, have concentrated minds and drawn them out of the shadows. So there is reason to assume that the senior managers seconded from the banks and pension funds will be free with aid and advice on the regeneration of Toxteth. But we can be equally certain they will not be so free with their cash. There are three reasons for this. First, the institutions may have crawled (or been dragged) out of the shadows. But that is not to say they view themselves as occupying central stage in the solution of acute social problems. Pension fund managers shudder whenever the prospect of capital becoming an equal partner with industry and labour, is mentioned.

Second, financial capitalism is divisible. Banks, investment trusts, insurance companies, private and public pension schemes have different objectives and investment time-scales. For these reasons, cooperation, even in a limited context, is always difficult. Third, and most important, the institutions see their first duty as providing their beneficiaries, that is bank depositors, policy holders and the like, and the best return possible putting investment funds into Toxteth or Brixton would not be so easy to justify, especially when the funds are finding profitable havens overseas.

However, this is not to say the institutions cannot work out profitable ways of developing inner city areas in partnership with private industry and Government. But to make it worthwhile, investment would almost certainly have to be planned on a huge scale. For instance, there would be institutional interest if the Government were to build a completely new infrastructure at Toxteth, including government offices, schools, hospitals, roads and the like.

Privately, senior bankers say they are keen to participate in such grandiose schemes as the regeneration of London's docklands. But they are much less likely to be keen on providing funds for piecemeal projects which Mr Heseltine probably has in mind. It will be at the very least unfortunate if the fund managers fail to respond to the Government's initiative. They will need to play a more positive, public role in future which squares their fiduciary liabilities with their burgeoning financial power.

### Export credits

### Close to a consensus

The long-running battle between the big industrial countries over the size of export credit subsidies may be resolved within weeks if Japan now agrees to accept the proposals put forward in Paris last week. Budgetary problems and the high level of world interest rates, which has led to an element of subsidy never originally intended, have made change increasingly desirable and the cuts agreed in last week's mood of compromise between the United States and European Community could for instance save the Export Credits Guarantee Department last year, upwards of £150m in subsidies last year, upwards of £150m in the next three years.

All bar Japan are ready to lift

minimum export credit rates by 2.25 to 2.5 points bringing the minimum credit rate for the poorer countries up from 7.5 to 10 per cent, while guaranteed credit offered to the rich would rise to between 11 to 11.25 per cent. Equally important, agreement has been reached on plugging the loophole whereby mixed credits — a combination of aid and the agreed subsidized credit rate — can be used to compete for business by making the loan packages offered to buyers even cheaper.

In future mixed credits containing between 15 and 25 per cent of aid will have to be notified so other exporters have the chance to provide something equally attractive. This should help to contain a practice which the French are largely blamed for encouraging and which many would like banned altogether.

Japan, with its low domestic interest rates, was reluctant to agree to charge a premium on its export credit lending and held out last week for a minimum of 9 per cent for its own credits rather than accept the 9.25 per cent minimum suggested by the other countries. However there is a fair degree of optimism that agreement can be reached with the Japanese in the next fortnight.

If last week's agreements stick — and of course they cover only a small proportion of export business covered by the ECED for British manufacturers, most of which is short-term export credit insurance and finance which does not attract subsidy — British exporters of capital goods will find their competitive stance unchanged. The ECED will save money, but developing countries embarking on large capital projects will find themselves paying more.

### Cons Gold

### Moving up the league

Consolidated Gold Fields will from this coming Thursday be free to start buying again the shares of Newmont Mining Corporation of the United States. Over the past weekend shareholders on Cons Gold have been receiving the formal document on the rationale and cost of the operation. It bears out the idea that after the lacklustre years Cons Gold is embarking on a strategy of considerable vision. For the group has already developed significant interests in mining operations outside the United Kingdom, principally South Africa and Australia. The move into North America on a substantial scale adds a further dimension to the strategy both on a geographical level as well as a product one.

And it is a very substantial move. For Cons Gold has already spent some £70m on buying an 8 per cent stake in Newmont, which is particularly important in copper and coal. On the assumption of an exchange rate of \$1.93 to the pound, Cons Gold could spend between \$386m (£200m) and \$774m on a stake in Newmont which will be between 25 per cent and 49 per cent of the total equity, assuming no sharp rise in the shares.

The outcome has been broadly forecast by an extraordinarily quick decision by the Federal Trade Commission, which monitors the United States anti-trust legislation. To the surprise of Cons Gold itself, and probably of Newmont, the FTC gave the green light to the British group to buy more shares in the American concern, though adding the important proviso that it could change its mind and its ruling at some date in the future should it so wish.

The financing of the operation is fairly straightforward thanks to the foresight of Cons Gold turning the proceeds from its £181m rights issue late last year into dollars. In sterling terms the proceeds of the issue increased to £226m by June 30. Much of these funds are still in the bank earning interest and Cons Gold does have untapped borrowing facilities of \$800m from five institutions.

Two possible problems face Cons Gold. A white knight might appear on the scene whom Newmont might prefer.

Wall Street and the City of London were joined together last week in a manner which has greater long-term implications than the decline in interest rates.

Merchants bank Arbuthnot Latham and Sears Roebuck's £16m acquisition of Wall Street's fifth largest brokerage house Dean Witter Reynolds, are just the latest examples of the trend towards placing a higher value on companies which make money out of money rather than from goods. Both the industrial and financial sectors have shown keen interest in the eruption of this age-old phenomenon.

The attractions of financial service groups on both sides of the Atlantic should be viewed against the second big oil price increase by the Organization of Petroleum Exporting Countries (Opec) which has ushered in a period of falling output in the industrialized world. Interest rates and declining opportunities for growth in companies' traditional areas.

In this climate, the charms of companies handling a wide range of money services, and with worldwide expertise and connections, are easily apparent. Big may not be beautiful (or possible) for industrial companies outside the oil sector. But in financial services, the larger the better is the message in a sophisticated and global market.

Wall Street has seen the greatest shake-up for decades over the past year. Prudential Insurance (US) acquired the Group, American Express bought into brokers Shearson Loeb Rhoades, while commodity trader Phibro has recently completed a takeover of Salomon Brothers, the important investment banking firm.

In London too, there has been merger activity. Already, two of the biggest Lloyd's insurance brokers, C.I. Bowring and Alexander, Howden,

have been swallowed up by United States giants Marsh MacLennan and Alexander and Alexander respectively. Allianz of Munich swooped up a 28 per cent stake in Eagle Star in June while Provident Life was bought by Swiss group Winterthur.

In April this year, money broker R.P. Martin joined with West Germany's Blerbaum. Acceptance house members Antony Gibbs and Singer and Friedlander disappeared into the

**Charms of companies handling money services are easily apparent**

hands of Hongkong and Shanghai Bank and European Ferries, and two weeks ago there was a defensive merger between two discount houses.

Even the clearing bank sector has been unable to remain immune from the takeover fever with the Royal Bank of Scotland the subject of an auction and Citibank known to have cast covetous eyes at Grindlays.

The City of London is an obvious target for foreign companies seeking diversification. By its acquisition of Arbuthnot Latham, for instance, Dow, one of the world's biggest chemical companies, has access to expertise in currencies outside the dollar, tax avoidance, acquisitions and a feel for the international finance market. This kind of knowledge of what is essentially a people business has been bought with what is effectively small change for Dow.

Inevitably, the sector which has attracted the most attention has been merchant banking, where the diversifying services (like Hill Samuel) or remain small and specialized. It is no secret that Merrill Lynch, the "thundering herd" of Wall Street, has talked with Hill Samuel and the feeling in the City is

that price has been the only barrier to a takeover.

Hill Samuel, with its large investment management side, would be a perfect fit for Merrill, which is itself not immune from an approach in the United States, perhaps from one of the big insurance companies. The bank wants to be bigger in order to compete worldwide and is now recovering from a long dull patch. Additionally there is no large family small which protect others. On a smaller scale, Brown Shipley looks an obvious candidate for a bid.

All depends, of course, on the attitude of the Bank of England towards foreign takeovers of elite merchant banks. Acceptance houses are a private club where the members are well aware of the strict rules of conduct. To date, foreign bidders have been tolerated but not welcomed. Antony Gibbs is no longer a member of the Accepting Houses Committee after the bid by Hongkong and Shanghai Bank.

Elsewhere in the City, supervisory authorities have shown a flexible attitude towards foreign interest. Lloyd's relaxed the rules under which

**Supervisory authorities have shown a flexible attitude to foreign interest**

foreigners could only take a 25 per cent stake in a United Kingdom broker, while the authorities must be aware of retaliation to British acquisitions in America and the Far East should they shut out bids from overseas.

Stockbrokers in Britain, although they have diversified into taxation advice, in-house fund management and general services for the private investor, remain immune from foreign predators at present. However if the Office of Fair Trading

should rule against fixed commissions when it eventually produces its report (in 1983), a cut price war which mirrored the experience of Wall Street in the early seventies, could open up the way for more mergers as brokers seek a greater capital base.

Further forays into the City by foreign groups seem more than likely, but just how strong the trend will be is difficult to say. Several factors have to be taken into account. First, it would be limiting for an industrial company to put all its eggs in one basket by acquiring, say, a merchant bank. Most large companies use two, three or even more, for advice on corporate finance, syndicated loans, or currency advice. Dow, with its Arbuthnot acquisition must believe it will not be frozen out elsewhere in the City.

Second, despite recent diversification, United Kingdom financial companies are still far more specialized than their American counterparts. This might not deter Merrill Lynch, for instance, which want to expand overseas operations. But the attractions of a company which dealt largely in insurance broking would be diminished for an industrial conglomerate.

Third, the Bank of England is known to welcome the presence of foreign financial institutions like American banks which are reckoned to account for over 25 per cent of lending to British industry. But foreign takeovers of financial institutions are still viewed with suspicion.

However, the vast improvement in communications and the increase in the flow of funds between centres has shrunk the world financial community. The trend towards industrial companies acting as quasi-banks and financial institutions turning into all-purpose, international supermarkets is likely to change the face of the City as it is changing Wall Street.

## Greece plays the waiting game

Next Sunday the Greeks go to the polls. The economic policies of the ruling centre right party of Mr George Rallis are in stark contrast to those put forward by Mr Andreas Papandreu's socialist opposition. Mario Modiano reports.

A waterfront political rally in support of Mr Papandreu (pictured on poster).



Athens. The uncertainty besetting the Greek economy in the run-up to the crucial general election next Sunday has led to a marked switch by private depositors from high-yielding longer term deposits to readily accessible savings accounts.

Time deposits, which pay up to 20 per cent interest, rose by the equivalent of about £10m in July and August this year, compared with £300m in the same two-month period last year. At the same time, savings accounts, which offer about 6 per cent less, soared to £420m, a tenfold increase over the same two months of 1980. The paradox is that total private deposits in Greek banks have risen sharply this year, shooting past the £10,000m mark in

August. But, except for compulsory bank placements in Treasury bills to feed the insatiable deficits of state enterprises, this expensive money sits idly, as no one will risk major financial decisions before October 18.

There is always uncertainty before an election, of course. If it is so conspicuous this time it is because the two main parties have diametrically opposed views on almost everything, including economics.

The contest is mainly between the ruling "New Democracy" party of Mr George Rallis, the centre-right prime minister, which advocates a free economy and private enterprise (it takes the credit for bringing Greece fully in the European Community this year) and the

"Panhellenic Socialist Movement", (Pasok) led by Andreas Papandreu. He is a Harvard-trained economist who favours tight government control of the economy, mainly the sources of credit and the means of production, and he objects to EEC membership.

Although the xenophobic Pasok won only one out of every four votes in the 1977 elections, boredom generated by an uninterrupted seven years of conservative rule has triggered a popular urge for change. Pasok is betting on this mood to win.

The backbone of Pasok's economic policy is what Mr Papandreu calls the "socialization" of key industries — banking, insurance, shipbuilding, cement, pharmaceuticals, fertilizers, mining, energy, defence, steel and transportation.

"Many of these sectors are already state-controlled, but Mr Papandreu insists that 'socialization' differs from nationalization in that these enterprises will be run by councils representing the workers, the local authorities and the consumers.

The mode of compensation has not yet been determined, but Mr Papandreu says that he is watching closely how his friend, President Mitterrand, copes with it in France. It is not clear if foreign banks and companies are affected.

The government party claims that "socialization" industries alone would cost the state nearly £4,000m, but Mr Papandreu in a recent campaign speech accused the Government of "Scare-mongering" about Pasok's economic plans. Insisting that socialization "would affect no

more than 10 families — the economic oligarchy."

Pasok says that it proposes to fight inflation, now running at 24 per cent for the third successive year, by increasing production — naturally through state investment. To finance this investment it expects to get £1,500m a year merely by curbing tax evasion. The Government argues that this figure cannot be reached except by abolishing major tax exemptions such as on bank interest and farmers' incomes.

If Pasok wins, the changes in the economy are expected to be drastic, though the average Greek does not really know the details.

Bank depositors are obviously uneasy, and thanks to high interest rates, bank deposits are today the favourite outlet for Greek money-seekers. There are 8.5 million bank accounts in this country of 10 million people.

It would be unfair to attribute the dearth of major industrial investment to the uncertainty generated by this election. Recession, inflation, and some unpredictable economic practices have taken their toll for many years. In recent months, however, the Government's lavish "free grant" programme for investors has stimulated substantial interest for projects. These have now come to a standstill until the outlook clears after the elections.

Whenever productive investment lags in Greece, economic growth usually falls back on the building industry. Housing, after all, has been the traditional middle-class investment outlet and the formula seemed infallible — until now.

The government has been offering extremely attractive housing loans to stimulate the building industry, but the recession continues. Fears that the wealth tax might be reimposed on property above a certain value have touched off a spate of "for sale" signs in central Athens where property prices are very high.

Against this background of uncertainty, economic commentators have suggested that there has been a massive flight of Greek capital abroad (at the rate of £6m daily). There is no conclusive evidence that this is so, except for a sudden rise in the black market price of the dollar indicating an increased demand.

The next Greek government will need between £1,400m and £1,700m to cover the current account deficit for 1981.

Mr Papandreu has declared that he has concrete guarantees from socialist governments in Western Europe, particularly in France, that they will help a Pasok government to overcome the initial obstacles. There is also talk of Arab promises of crude oil on credit.

The Greek press suggested that the sudden decline in the growth rate of tourist revenue in the first seven months of this year (5 per cent against 13.1 per cent last year), and shipping revenue (11.5 per cent against 19.1 per cent) was proof that foreign exchange was being diverted to the black market. But, as a knowledgeable Greek banker put it, "This is peanuts. Whatever capital there was to flee abroad from Greece has been gone a long time."

## Business Diary profile: Tadayoshi Tazaki, unlimited

He is young, imaginative and obviously successful, displaying the entrepreneurial spirit and flair which his local MP, the Right Honourable Member for Finchley, could not but applaud. Indeed, he epitomizes almost exactly the kind of businessman that the Prime Minister and her Cabinet colleagues are desperately keen to encourage. In the space of seven years he has established restaurants, started an employment and accommodation agency, launched a community newspaper and holds an effective monopoly in the supply of foodstuffs and other victuals to a small, but growing section of the British population.

This archetypal entrepreneur, identifying an opportunity in the market place and exploiting it, is Yokohama-born Tadayoshi Tazaki. He has done very nicely, thank you, in the British environment where he has spent the last 20 of his 38 years, building up a business from very humble beginnings, initially providing advice, and searching for accommodation for Japanese businessmen and their families despatched to Britain by their companies.

That was in 1974. Today the business over which he presides is turning over close on £4m a year and Tazaki is poised to launch himself into two new ventures which, if his hunch pays off, should help to boost cash flow significantly.

Towards the end of next month Tazaki plans to open



My takeaway, your leader: Tadayoshi Tazaki, Britain's Japanese entrepreneur.

the first Japanese restaurant outside London — in the shopping precinct at Milton Keynes — which will combine an upstairs restaurant with a ground floor fast-food bar (serving, say, especially if you are Japanese).

If, as he confidently expects, the Milton Keynes venture — called Taz-Chan — succeeds (burgers Japanese style and chicken teriyaki) he plans to extend Cardiff and Manchester his Oriental challenge to Colonel Sanders's

creation. Both cities already have established Japanese communities. Tazaki is also moving ahead on another front. By the end of the year he is planning to launch a do-it-yourself Japanese dinner set through big retail outlets called appropriately "Shogun" packed with Japanese foods and a set of recipes.

Both ventures are natural extensions of his principal business, importing Japanese foodstuffs, supplying not only

his three London restaurants but Japanese expatriates both in this country and abroad.

The restaurant business was a logical move from the food importing operation: his wife Akiko owned the first Japanese restaurant in London and built up a chain of 11 before selling out to Japan's Teijin Textile corporation.

Tazaki does not fit the traditional and conventional mould of Japanese businessmen. Unlike most, he chose to eschew the safety and security of the large trading corporations, to which most young Japanese students aspire, with their tradition of lifetime employment and a management structure based on seniority rather than ability.

He has nevertheless sampled the experience, spending 18 months with the Mitsubishi Corporation in London after coming down from Cambridge where he read economics. Tazaki followed that with a four-year stint with an American metals company dealing on the London Metal Exchange and finally worked for a year with Sumitomo Trading Company in London before deciding that the Japanese corporate environment was not for him.

His education in England, first at boarding school in the West Country and then at Downing has clearly been the principal influence on his career. It is in schools and colleges, he believes, that more could be done to help the British and the Japanese to understand each other better.

He has been instrumental in arranging a formal channel of exchange between Cambridge University and a Japanese university. The aim is to establish a flow of British students to Japan, helped by some Japanese business sponsorship, to learn more about Japan and its people.

Beyond that scheme, which he believes should go some way to improving the career prospects for those British graduates who join Japanese companies in this country or elsewhere in Europe, his next academic objective is to establish a boarding school in Japan which will be run on British public school lines.

"I am extremely interested in education and the academic sphere and I am particularly grateful for all the help that I received during my education here. These schemes may go some way towards repaying that help," says Tazaki.

Anglo-Japanese relations are somewhat strained at present with Japan's mounting trade surplus the focus of anxiety in British Government and industry circles.

But for Tazaki there are beneficial spin-offs even with relations at such a low ebb. His catering company won the contract to supply Japanese delicacies at the round of receptions and cocktail parties organized to mark the visit of the high-level Japanese business mission which has been in Britain for the past four days.

Peter Hill

## Anglo American Investment Trust Limited

(Incorporated in the Republic of South Africa)

INTERIM RESULTS FOR THE SIX MONTHS ENDED SEPTEMBER 30, 1981

With reference to the Interim report advertised on Friday, 9th October, 1981 attention is drawn to the corrected tabulation of note 3 below:-

Particulars of the investment in the listed associated company, De Beers Consolidated Mines Limited, are as follows:-

	30.9.81	30.9.80	31.3.81
Market value	8000	8000	8000
Carrying value	830 573	1 243 431	898 573
	374 343	283 597	330 049
Appreciation	456 230	959 834	568 524

October 10, 1981







# INTERNATIONAL AIRPORTS

Arthur Reed on the places people love to hate

## The monster we can't do without

As the planning inquiry into the development of Stansted as the third London airport has already proved very few people love airports. The hearings are expected to go on for as long as a year, largely because of the depth of feeling the proposal engenders among people who wish it would go away into somebody else's back garden, or who see no real need for it.

Airports and threats of airport construction raise emotions the world over, and yet they are basically functional places providing a vital service to business and leisure passengers, cargo shippers, employment while boosting the invisible and visible earnings of the countries in which they are situated.

Why is it then that they raise such fury in the communities among which it is proposed to put them down, or extend them, and in the areas where they have been situated for, in some cases, up to half a century?

The emotion comes from several sources. Airports gobble land, but their impact is not only on the immediate countryside which is to be covered with concrete for runways and terminals. Airport "blight" spreads much further in the form of the urbanization of the surrounding area, with new main roads, housing for the airport workers, hotels and factories.

Then there is the blight of noise, coming from the airport itself as airlines take off, land and run up engines, and from the landing approach pattern which cuts a swathe through the air as far as 15 miles away from the point where the aircraft finally touch down.

Such drawbacks can be, and are being, minimised under the increasingly tight regulations which are being applied to both the airline and aerospace manufacturing industries. Urbanization can be stringently controlled so that what was once a rural setting does not become a total, tarmacadam desert. Lessons learned from the

despoliation of Heathrow area were applied to the development of Gatwick, the second London airport, so that part at least of that area has been saved.

The emission of noise and fumes from aircraft engines is already being severely restricted, and the restrictions will become even tougher from 1985 when new international regulations come into force. Many airports around the world have night curfews during which aircraft movements are banned. Engine run-ups are also prohibited during the hours of darkness, and have to be carried out behind earth banks or blast walls.

But even if all these measures are applied, they can at best be only palliatives, and the fact is inescapable that a modern international airport is an intrusive monster.

It is therefore up to each country on the world civil aviation network to make up its mind whether the economic and, in some cases, prestige benefits of having large airports outweigh the injury which such facilities inflict upon the environment.

In some countries the choice is an easy one. Where there are large tracts of uncommitted countryside, far away from the nearest com-

munities, but within reasonable reach of a city, the decision to go ahead is simple and uncontroversial.

This is certainly the case in many of the Third World countries, in the Middle East and in some parts of the United States.

Finding sites for new airports in the heavily-urbanized areas of the world, such as the east and west coasts of the United States, Europe and Japan, is now virtually impossible, and the view is gaining ground that in the face of violent objections which are now commonplace, no new facility will ever again be developed on virgin fields.

There is little hope for the view that the period of stagnation through which the air transport industry is passing will cancel the need for new airport building.

The standstill has been brought about by a combination of factors — the world business recession which has reduced the numbers of business travellers, inflation which has raised all of the airlines' considerable costs, and particularly the kerosene which fuels their jet engines, and increased competition, with the spawning of numbers of new, low-cost airline companies, brought about by the deregulation which was one of the watchwords of the Carter administration in the United States.

But the airline industry is an extremely flexible one. It works on the basic assumption that its business will be cyclical, and it has survived worse crises than that which afflicts it at present. It bases its confidence in its long-term future on the human instinct to travel.

Heathrow airport is now the most important visible trade port in Britain, doing 16 per cent of the country's business in 1980-81, compared with 10.7 per cent by the Port of Dover, and 8.9 per cent by the Port of London.

The main airports of many of the foremost trading countries can make similar boasts. Can any country really afford to construct such an income through failure to modernize and expand its airport facilities? But can it also afford to degrade the quality of life of its inhabitants by sterilizing green field areas of its countryside with noise and concrete?

A compromise is the obvious answer. By applying the latest aviation technology, existing airports can be utilized to a far higher level than was thought possible even a few years ago so that expansion can proceed, but be contained within areas already designated for aviation use.

## A day out among the duty-frees

Fundamental changes in the economics of the civil aviation business over recent years have had a severe effect on airport planning and development throughout the world. The mid-1970s idea of the vast "megaport" airport has now gone, swept away by financial stringency and the strength of the environmental movement; in its place is the more modest facility capable of expansion when the traffic demands.

Under-utilized airports are a luxury that no nation can afford. A number of these, monuments to traffic forecasts which were not realized, or to an incorrect siting policy, exist around the world, their interest charges unmet by their income. Even successful airports with plenty of traffic are having to look increasingly to "commercial" income from shops and offices as their traditional income from airlines declines.

The British Airports Authority had an income of £101m from its commercial operations during the last financial year, 1980-81, a rise

of 14.8 per cent over the previous year. Like many other airport operators, the BAA is seeking to capitalize on this side of its business. It gives its blessing to bargain offers in the duty-free shops, so that departing passengers have been surprised recently to see out-of-work actors parading the lounges dressed as giant bottles of well-known alcoholic beverages. Executives of Fitch and Company, the international design consultants, see the commercial exploitation of the space at airports as still being in its infancy.

Airports are not used solely by airline passengers. Others who use their shops and restaurants include the "meeters and greeters", airline and airport staff, and casual visitors. One lady interviewed at Gatwick airport recently said she had come there for the day on an outing with her old people's club.

The point has been proved recently by Fitch with a design for the refurbishing of Shannon airport in the Irish Republic reputed to be the

world's first duty-free airport shop. The design decked the place out like a glamorous, high-class department store, with the result that receipts have risen considerably.

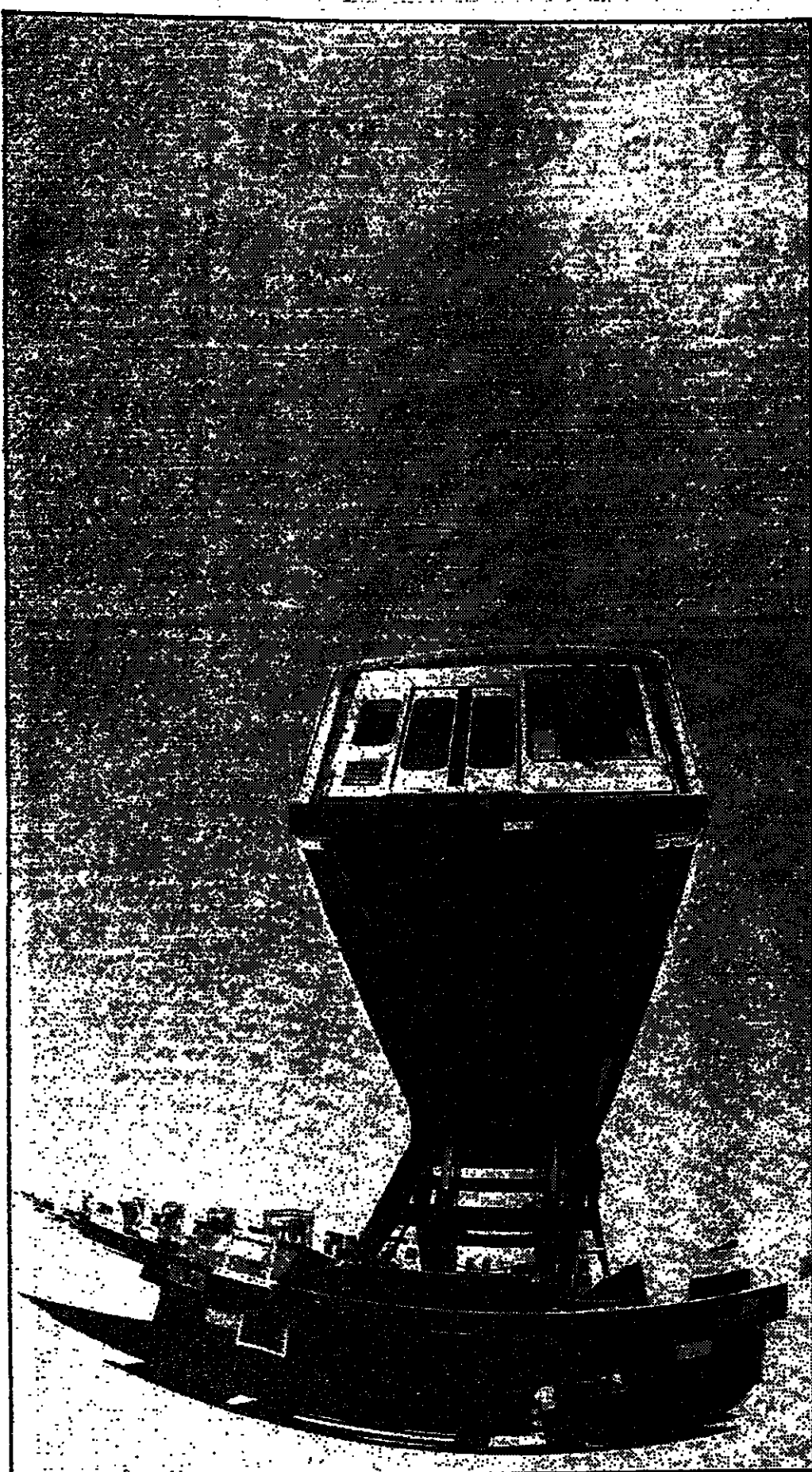
Shops will be very much in evidence at the new terminal four at Heathrow, while some of the restaurants within this new facility will be laid out on the American principle of a central seating area surrounded by a number of separate food shops offering fare as varied as pizza and fish and chips.

The new thinking behind airports' planning is to put the passengers into a relaxed mood so that they know that they have the time to spend money on duty-free goods, food and drink.

Many of the existing airports in the world, designed in the era when such facilities were solely for processing passengers and cargo, have very few, or no shops.

Terminal two, the original terminal at Heathrow airport, is a case in point. Built as

continued on page 17



Mobile lounges now in use in North America are one method of conveying passengers quickly from terminal to aircraft.

## Europe's fastest growing Airport at the heart of Britain's motorway network

welcomes the 1981 International Civil Airports Association Congress

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Burgas	Lisbon	Saragossa
Calgary	Ljubljana	Split
Catania	Los Angeles	Tangier
Colombo	Lourdes	Tel Aviv
Constanta	Mahon	Tenerife
Copenhagen	Malaga	Thessaloniki
Corfu	Malta	Toronto
Cork	Miami	Tunis
Cyprus	Milan	Turin
Djerba	Monastir	Valencia
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Dusseldorf	Munster	Venice
Edmonton	Naples	Verona
Faro	New York	Vienna
Frankfurt	Nice	Warsaw
Funchal	Oakland	Winnipeg
Geneva	Oporto	Zadar
		Zurich

## MANCHESTER INTERNATIONAL AIRPORT

Your first step to the rest of the world.



Arthur Reed on the way science is keeping track of your baggage

# Making sure your baggage arrives with you

Everybody who travels by air has his own horror story about luggage, of cases misdirected, lost, or damaged beyond repair, but the surprising fact is that of the total number of pieces of baggage loaded on to aircraft throughout the world in a year — probably around 1,000m — only a fraction of one per cent is actually mishandled.

The airline and airport management sectors of the world civil aviation industry go to inordinate lengths to ensure that luggage arrives at the same destination at the same time as its owner, and to ensure that the often-repeated joke which goes "breakfast in London, dinner

in Bombay, bags in Brazil", becomes outmoded.

Baggage goes astray for three main reasons. First, it can be wrongly labelled at the check-in point. The passenger has a chance to correct mistakes at this stage, by watching that the label which the check-in clerk fixes to the handle of the bag coincides with the airport of final destination — although it can be difficult for the lay person to decipher the code of letters which airlines use to denote different airports.

Secondly, once the bag is despatched from check-in towards the luggage marshalling bay it is possible for the

tag which has just been affixed to become entangled in the moving belts on which the cases travel, and be torn off. Thirdly, the bags can be mishandled at the loading stage so that they end up on the wrong aircraft.

A few airports around the world have automatic baggage sorting systems where each piece is coded at check-in with a magnetic stripe. This is then read by "magic eyes" on the moving belt to the marshalling area which automatically adjust the route each bag takes. But at most airports, luggage is still handled manually on to the trucks which take it out to the

aircraft, or into the containers in which it will travel, and the chances of human error are always present.

At the destination, the possibilities of bags going astray are far fewer, although if the journey involves a number of aircraft changes, with the luggage routed right through, the chances of loss will obviously escalate.

Most complaints by passengers at destination points concern delays in bringing forward bags from the aircraft holds to the carousels in the terminal buildings from which they can be claimed. Station managers of most airlines are empowered by

their companies to make on-the-spot compensation payments, without prejudice, where cases have been damaged in transit, or where they have disappeared. Such payments are designed to enable the passenger to buy essential items of toiletry and clothing to tide him over, although some airlines have special bags containing tooth brushes, razors, and so on for such emergencies.

Many airports around the world were designed before the era of the jumbo jet load of 450 passengers so that their luggage-handling systems, and particularly their luggage carousels, are too small to cope efficiently. The

press of the people which builds up around such outmoded devices as the bags start to come through can be frightening for elderly or incapacitated passengers, and also positively dangerous.

Modern airport design thinking is that arriving passengers should be kept back in an area specially set aside for the purpose until their luggage actually arrives on the carousel. They are then informed of the arrival by a message on television screens and move through to pick it up. This system is in use at Gatwick airport, and will be installed in the new terminal four which has just been started at Heathrow.

The chances of airlines finding mislaid baggage have recently become far greater than in the past with the institution of a scheme coded Bagtrac. Developed by the International Air Transport Association and the airline industry's communications organization, SITA, Bagtrac is based on a computer situated in the United States into which are fed the details of all missing luggage, from whichever point on the international airline network it has disappeared.

Details of stray baggage that turn up are also fed in. The computer then automatically matches the details of lost and found baggage and

provides information to airline video screens in all main cities of the world.

Establishing this system has been an expensive operation for the airlines, but the industry considers it to be money very well spent.

The hope is that it will enable them to reduce considerably their annual expenditure on chasing lost luggage, and cut down on the numbers of staff for whom it constitutes a full-time job. Both are very attractive options to an industry which is passing through heavy economic weather at present, and which is searching for every way it can possibly find to cut costs.

The need for bigger and better terminals

## A Jumbo-sized headache

The world aircraft manufacturing industry can plan bigger and bigger jumbo jets, but terminal capacity at airports will be the limiting factor to the expansion of air travel in the future.

There is little point in airlines delivering jumbo loads of 800 passengers at one time if the airport buildings into which they are funnelled for Customs, immigration and health checks, and for baggage collection are not big enough to cope.

Such a limit is already reached at Terminal 3 at Heathrow most mornings during the peak summer months when jumbo jets of the present aviation era disgorge loads of up to 450 passengers each.

Queues at Customs and immigration grow longer and longer, and there are extended waits at the overloaded baggage carousels.

Airport authorities around the world attempt with varying degrees of success to pour a quart of passengers into a pint pot of airport buildings — buildings which were often designed and developed when the Viscount airliner was the latest advance in air travel, and a load of 70 passengers was considered enormous.

Immediate post-war airport construction was carried out

in solid brick and reinforced concrete on the assumption that it would never be necessary to extend terminals. As a consequence, a visit to almost any airport in the world which is of this vintage will be accompanied by the clatter of pneumatic drills and the grunt of bulldozers as the authorities desperately attempt to keep pace with increases in passenger and cargo traffic which the original designers could never have foreseen. "Alterations as usual during business" appears to be the motto of most airport owners.

The products of modern technology have been engaged at most of the large international airports in an effort to capitalize on the restricted space available. Expandable jetways connecting the terminal buildings with the aircraft doors, through which passengers are able to walk without exposure to the weather, and without obstructing the manifold activities in the apron area where the airlines stand, are now commonplace.

Services such as fuel and power are sunk beneath the apron surface and are linked with the airlines, thus further reducing clutter on the apron. Sophisticated handling equipment is in use at many

airports to lift cargo and baggage containers into the aircraft belly holds. Passengers arrive at the airliner doors having been sped on their way through the terminals on moving pavements or driverless trains.

Speeding the flow of passengers and their baggage from check-in point to aircraft steps through such means is resulting in terminals being able to cope with double or more the numbers per hour than they were designed for years ago.

A further aid to such progress is the effective signposting of airports with an international code which can be understood by every air traveller, whatever his language. Comprehensive signing, plus clear information on the readiness of flights which are due to depart, conveyed on a multiplicity of television screens about the airport buildings, enables the airlines to adopt the principle of "trickle loading" whereby passengers make their way down to the departure lounges in ones and twos, rather than, as in the past, being marshalled in huge, unwieldy, and space-consuming groups.

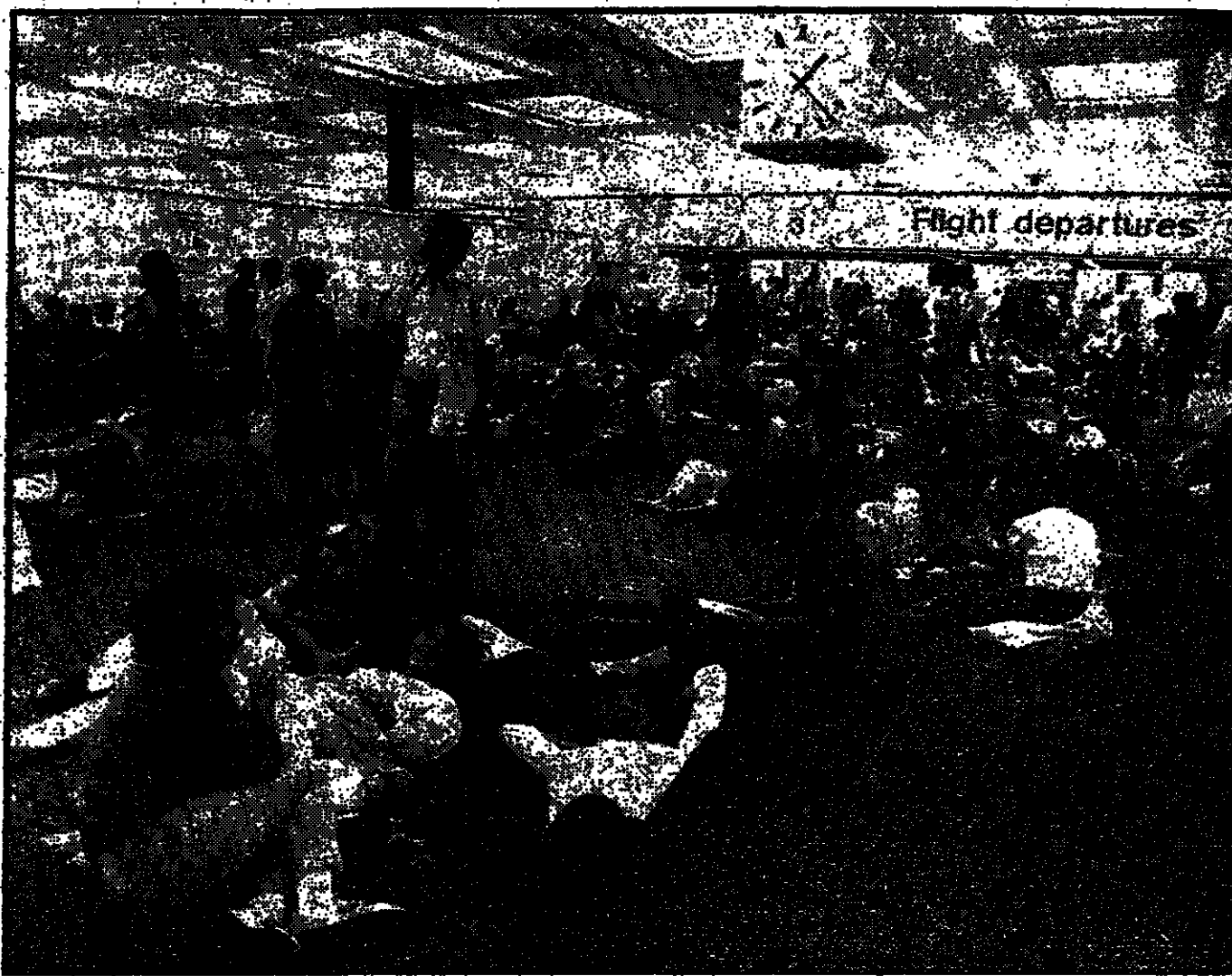
Future airport terminals are being designed to make the maximum use of the

available space both within the building and on its aircraft aprons. Terminal 4 at Heathrow is a case in point. The architects, Scott, Brownrigg, and Turner, and the British Airports Authority have moved right away from the principle of individual gateways approached down long corridors which have become the vogue at many airports in recent years, and have adopted the idea of one huge departure lounge.

On arriving in this lounge, after completing departure formalities such as immigration clearance and security checks, the passengers will be able to see the airliners through plate glass windows. Passengers for individual flights will be collected in areas defined by arrangements of seating. These arrangements will be easily changeable to cope with airliners of varying size.

The structure of the terminal will be such that it will be fairly simple to alter in the future. New loading bridges for passengers could be "plugged in" to the side of the terminal without interfering too greatly with either the departure lounges or the airlines operating outside.

A.R.



Sleeping out at Heathrow: passengers wait to get to America before the strike last August

## Waiting uncomfortably with Mr Gurgle

Cinema shows have been suggested for passengers as they wait for flights. But this seems to me unwise on two counts.

Since the long-distance passenger will have to watch an in-flight movie, which can be made endurable only by switching his sound channel to classical music, it seems unfair to subject him to an out-of-flight film as well. There is also the danger of raising his expectations too high.

Even films not entirely devoted to airports and aircraft usually have departure lounge scenes in them somewhere. Distraught but well-manicured air hostesses pursue imperishable flight commanders straight out of Walter Mitty land. Master spies are unmasked. Mad bombers are foiled by little old ladies.

In life, air terminals are about as exciting as underground stations. When I visited Heathrow even small boys were too apathetic to play the space war machines installed there, and the alarming sounds of celestial artillery were mercifully muffled.

It is ridiculous to be nervous of flying, now safer than the journey facing Lord Tenyson when he answered one clear call to cross the Solent. It is partly the lack of clear calls that frays the nerves of the waiting passenger. Is he the Mr Gurgle wanted urgently at checkout? Could his cross-Channel flight to Brussels be Number Six? Fine Tweed delayed by headwinds in the Azores? Is it indeed English which is oozing through the public address system, or is he in some other country?

I was once disoriented by glimpsing palm trees through the windows of the Leonardo da Vinci airport. I knew my luggage had gone to the wrong place, but where was I?

Whatever safety statistics show, I take comfort from Heathrow's chapel — being at the foot of the control tower. Missionaries might make many converts if they mingled with the waiting throngs in Terminals 1, 2 and 3. Even the Inland Revenue should consider putting conscience boxes labelled "you can't take it with you" at outlets for flights to tax havens.

Not everyone is nervous about flying. You see smiling, confident faces at airports. They belong to people who have just arrived and have smuggled twice their proper allowance through customs.

The faces were not so happy when I and a hundred other people departed last autumn. This was because we had not been anywhere,

except to the edge of the runway in an aircraft too faulty to take off.

We were treated with well-drilled efficiency, relieved temporarily of our cheap liquor and given a hearty meal. Since we were scheduled to have at least three meals during our 12-hour flight, this seemed absurd, but we ate dutifully. It would have been more relaxing if we had joined in a brisk game of handball, or been allowed to get at our duty-free.

Fortunately, airlines are now paying almost the same attention to speeding people through terminals as through the air. You know the subject is being taken seriously because jargon has been

invented for it, with talk of landside planning as well as airside.

It is uphill, unrewarding work. As Ruskin said in an earlier age of transport innovation: "The whole system of railroad travelling is addressed to people who, being in a hurry, are therefore, for the time being, miserable. It transmutates a man from a traveller into a living parcel. Carry him safely, dismiss him soon; he will thank you for nothing else."

Heathrow is admittedly more comfortable and interesting than when the only entertainment was a slot machine dispensing instant insurance. But I do not think

Mr Norman Tebbit would approve of the shop selling "I hate work" T-shirts.

Perhaps the answer to his productivity problem lies in harnessing the hours of boredom endured by waiting passengers. Surely everyone would be eager to join in rug-making groups, or a candy-floss manufacturing cooperative.

The energy generated by children running up and down escalators, if diverted to a treadmill, would light the whole of Heathrow. Sedentary customers might like to enter a competition for designing the ideal terminal lounge.

Patrick O'Leary

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## Security Openings for crime

Even before the creation of the first modern police force, society recognized the need to guard its ports and travellers. While the Metropolitan Police is little more than 150 years old, its river police dates back to the time when a small force of men were employed to guard the numerous wharves and berths of the Thames in the eighteenth century.

Compared with the security operation required at a modern international airport their work seems primitive. The perimeter at Heathrow is maybe little more than 16 miles long but within its confines there is a working population of 56,000 serving millions of passengers as dozens of aircraft land and take off each hour.

The international airport of the 1980s is a volatile concentration of potential crime, ranging from the mundanities of pickpocketing to terrorist attacks and hijacks. The security task is a complex blend of preventive and reactive policing.

For much of the past decade the question of terrorism has dominated many security operations, resulting in protection as overt as the permanent military guard at Aldershot, Northern Ireland, or covert but constant planning against terrorist attacks elsewhere. London has never suffered the airport attacks seen at a number of other airports in Europe and the Middle East but exercises are held every year by the police and military authorities.

Some security officers believe that a general tighten-

ing up on passenger movement has in fact reduced the terrorist risk. The widespread use of X-ray machines and body searches has reduced the chances of weapons being brought on to aircraft or into departure lounges but there are a number of smaller airports where security arrangements still create weaknesses.

The airports themselves are possible targets for attack, with vast areas which make it difficult to keep track of the constant traffic of airport workers and the public. Most terminals are now carefully patrolled both by police and security firms but on more than one occasion in recent years attacks have been attempted against buildings or aircraft. At Heathrow the perimeter road is very close to the runways and the public can drive through without obstacle.

The ordinary criminal can also make use of the accessibility of public sections of the airports. The battle against pickpocketing and theft is a constant task. Each summer police forces issue warnings to the public as a series of gangs travel across Europe at the height of the holiday season to take their pickings from the crowds. Some are suspected of passing on money and valuables to accomplices in each country before flying on to the next destination, crossing the Continent in a matter of days.

There is also the battle against pickpocketing, sometimes vast, within the private area of airports where cargo is stored or in transit. The

constant stream of luggage and cargo disappearing from Heathrow has earned it the name of "Thiefrow". The threat has disappeared since larger aircraft with the use of containers which have made the chances of opportunist pilfering more difficult. The use of such systems, however, may mean lost time and extra costs.

Apart from security systems, airports have to rely on the police. At Heathrow, the Metropolitan Police has a force of 300 officers and there are guards from many security firms operating for various airlines. In some other countries national forces have aviation branches or frontier police. At Schiphol, in The Netherlands, the police are part of the aviation section of the national police force. Sometimes a force guards both air and sea ports. In New York protection is provided in this way.

Whatever the force, the sprawl of airports created ad hoc to meet growing air traffic has not helped their job. But even with compact modern airports there is no way of adequately controlling public access without increasing costs and reducing the time savings of air travel. There is often public complaint about the search procedures already used by airlines.

As it is, the levy raised on passengers in this country totalled £37.5m in the last financial year at a cost per individual of £1.40p.

Stewart Tandler  
Crime Correspondent



Roger Woolnough on the problems of technological advance

## Not all systems go

Every air traveller knows that the greatest risk is at take-off and landing. Confidence is engendered by the fact that few accidents actually occur, and by the awareness that the latest technology is being used to maintain safety standards.

What is not always realized is that the most advanced electronic systems, which get most of the Press and television coverage, may have to wait years before they are installed, and some airports may never use them at all. For those responsible for operating airports have to take cost-effectiveness into account, as well as the issue of safety.

Technology for technology's sake has no place in aviation. Even those developing countries which could afford it, such as the oil states, avoid unnecessary technology not only because it is expensive, but because they do not have the skilled manpower to operate and maintain it.

Even so, a major airport will have an impressive array of technical equipment for handling aircraft and passengers. This ranges from electronic navigation and air traffic control systems, through radio communication systems, visual landing aids and meteorological services to passenger information systems.

Such as flight indicators, boards, closed-circuit television and public address. The systems are there because they serve a purpose specific to that airport, and are chosen on strict considerations of volume of traffic, topography, weather conditions and similar factors.

An example is Instrument Landing Systems (ILS). British Airways has led the world by adopting Category 3 ILS, which brings a plane right down to a blind landing. This has allowed Tridents to use Heathrow in conditions which have caused every other airline to divert to the Continent. However, there is no point in an airport investing in this equipment if it never has low cloud of fog in the Gulf, for instance. In fact, a small proportion of airports throughout the world have been equipped for CAT 3 landings.

Every so often the aviation world indulges in a highly charged controversy about the next step in technology. It was landing systems which generated the heat for much of the 1970s. The battle was to gain international recognition for a British or an American Microwave Landing System (MLS), which will eventually replace the VHF/ILS that has been in use since the late 1940s.

More than three years after the American system was

chosen by the International Civil Aviation Organisation (ICAO), some people are wondering what all the fuss was about. Because of the time taken up with wrangling, and then in the further development needed for the chosen system, the industry has been forced into a further generation of ILS. It could now be well into the 1990s before present systems are replaced.

What is happening with MLS is contrary to what many people expected. The interest is among the developing states and the smaller airlines. Financial constraints on the bigger operators are one reason for this, but the sophistication of modern ILS often means that it is difficult to make out a case for MLS.

Where MLS scores in particular is in the ability to allow curved approaches and departures, which are not possible with ILS. This means that MLS can open up a lot of airports which it has not been possible to instrument until now.

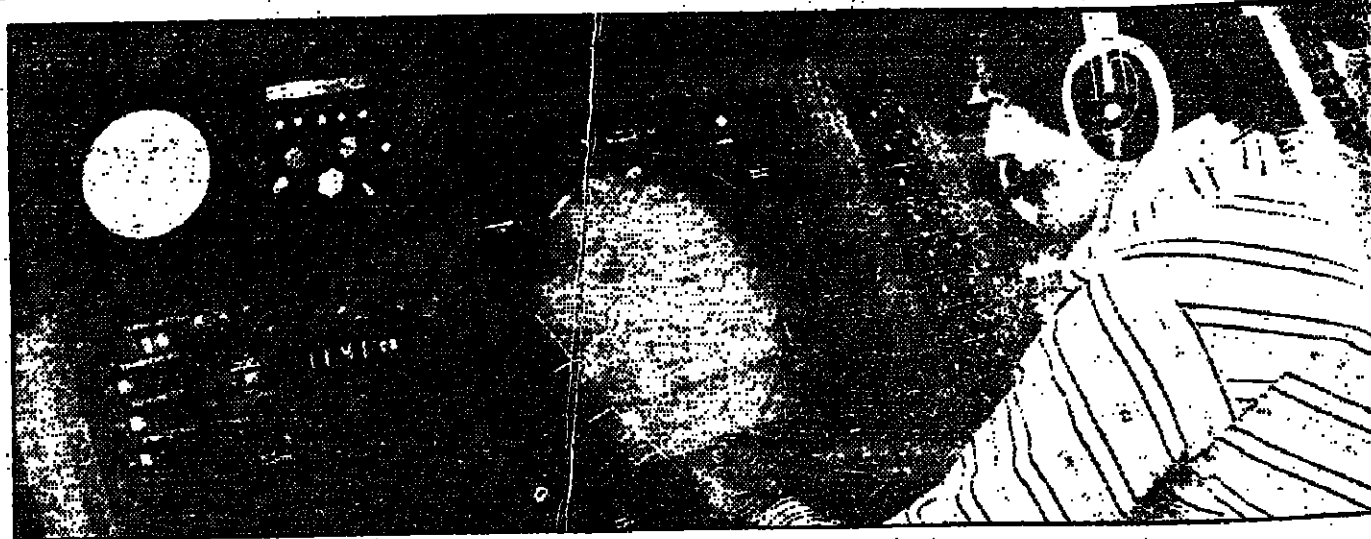
Radio communications in the airport are being affected by digital techniques. So far this has not made much difference to the way the radio is used, but the availability of data links could mean that voice communications will become less, and more ground-to-air traffic will be put into data form.

Within the airport itself, computers and data communications systems are increasingly used in day-to-day management and planning.

Some of the most advanced systems in today's airports are related to automatic weather sensing and to disseminating data concerned with weather forecasts. Problems such as wind shear, which at some American airports can have a disastrous effect on aircraft during their final approach, are among the major areas of research at present.

All airports, whether they are world crossroads such as Frankfurt and Schiphol in Amsterdam, or remote strips amid jungle or mountains, have to react to changes in international air travel. Many have not yet caught up with the last generation of big jets, yet the plane now on the drawing board will be in service well before the end of the 20-year life usually expected for an airport under construction today.

The complex timescales of aircraft generations and airport lifetimes have a direct bearing on the implementation of the latest electronic systems. It would be misleading to say that everyone proceeds at the pace of the slowest, but certainly the gap between the research laboratory and active service can stretch to years.



Seeing you down safely: The control room at Gatwick

## Day out among the duty-frees

continued from page 15

solidly as a battleship, it took the British Airports Authority months, if not years, to bring it up to date recently, but the space available to capitalize on non-aviation activities, such as shops and restaurants, remains negligible. Airports or airport terminals built or planned in the late 1970s throughout the world have all incorporated the twin aims of being expandable, and of enabling the travelling public to spend its money while awaiting flights. These include terminal four at Heathrow, terminal two at Gatwick, Changi (Singapore), Dubai, Abu Dhabi, New Jiddah Inter-

national, Atlanta and Dallas/Fort Worth, in the US, and Hong Kong.

How far should this principle of entertaining (and dunning) the passenger go during the sometimes lengthy waiting periods at airports? There must come a moment when the popularizing of such facilities begins to attract outsiders into it to sample the shopping, eating and drinking, so slowing up the basic task of processing passengers, and adding to the operating costs.

There is even a futuristic school of thought among airport planners which says that airports should not be used as waiting rooms, but

simply as places where the aircraft arrive, are serviced, and depart. Passenger loads would be assembled at sites miles away, either in or just outside the city centres which the airports serve, and then brought forward in batches to coincide precisely with the time at which their airliner is ready to leave.

Such a plan was actively promoted by the Greater London Council in its original scheme for a third London airport. The take-off point would have been Maplin, on the Essex coast, but passenger loads would be made up at a terminal in the East End of London. The GLC has since espoused Stansted as the most

suitable third London airport site.

Off-airport terminals for either passenger and freight have a brave new world ring about them. It seems certain that airline users will, for the foreseeable future at any rate, continue to find their way into the world's airports, varying in style from the super-modern to the outdated and totally inefficient, and that those who run the airports will continue to have to face the problems posed by processing and entertaining a quart of passengers in what is only too often a pint pot.

Arthur Reed



## How not to fly through a departure lounge

Airports employ a bewildering array of devices in an attempt to persuade the traveller that their heart's desire is to gratify his smallest whim. Whether they succeed is a different matter.

The cachet which was once attached to the very term airport, in the days when people like Terence Rattigan could write *The V.I.P.s*, a glossy piece of nonsense about the glamour of being fogbound at Heathrow, is, thank goodness, long gone. The departure lounge is now strictly classless and when one realizes that Britain's fourth largest airport is Luton, that direct line to Alicante, it becomes clear that the feigning of jetlag will no longer win admiring glances at parties.

No, the modern airport is somewhere to be visited briefly, and one of the things that demands no more than a morning's walk from the departure lounge. In the larger airports this is not always possible, of course. Heathrow has some gates which promise views of the Bristol Channel and has thoughtfully provided moving walkways to speed travellers on the first leg of their journey.

These fascinating horizontal escalators can be viewed in many airports nowadays, and in some you even see them working. If you do, try using the static path running by the creature's side and you will notice an interesting phenomenon. It is quicker to walk.

Unless, of course, you happen to be pushing an errant luggage trolley. The people who run Heathrow are an inquisitive bunch and once set about finding out why so many of their trolleys behave erratically. For the uninitiated, I should perhaps explain that a fully loaded Heathrow trolley has the manoeuvrability of a mechanical crab. It will go in any direction but forward. Heathrow's gallant scientists duly descended and discovered the problem. It should come as no surprise to learn that the villain of the piece is luggage. Push an unladen trolley and it will go with you to the ends of the earth; load it up to the gills and it becomes as surly as an ill-tempered donkey.

This problem should not afflict British Rail's latest gadget to shuttle folk between Birmingham airport and the adjoining National Exhibition Centre and railway stations.

Those bustling to make this 600-metre journey at 30 mph in a 30-passenger electric train floating on air will have to wait until 1984 for the opportunity. The system was pioneered by that cheerful scientist from our television screens, Professor Eric Laithwaite, of London's Imperial College. For the technically minded, the railway works on magnetic levitation and a linear induction motor. The first suspends the carriage half an inch above the rail, the second pushes and pulls it on its way.

The journey takes 30 seconds unless the fuse blows. Those who suffer from a morbid fear of flying, or "realists" as they are known in technical circles, might find this a useful way of breaking themselves in for greater leaps into the air.

Catering arrangements offer something of a challenge to the frequent traveller. Should he plump for breakfast at Kuwait when the offering is blundly described as "Foul Medames"? (Yes, if he wants a sort of Middle East version of fried breakfast.) Is it worth negotiating an exchange rate with the counter staff to get rid of that pile of unwanted Burmese kyats for a can of beer? (Only if you know what you're doing.)

Food, as they say, is very much a matter of personal taste. There is a school of thought which says that no one need ever eat at the airport, when one bears in mind the weight and variety of plastic-wrapped edibles that are likely to be proffered during the flight.

But this does not take into account the fact that much of what is placed on your lap in the air may be inedible. The trouble is the same can sometimes be said for earth-bound culinary delights. In the experience of this traveller, airport cuisine has reached its heights at Bangkok's Don Muang and its nadir at New York's JFK.

And here is an important point in the ranking of airports. Try as they might to exude some hint of national character, they exist, in reality, outside the economic and social life of the country they represent.

A wealthy but introverted nation such as the United States is dotted with functional airports which slip out of the memory the moment you leave them. A poor but outward-looking place like Thailand will attempt to capture you from the moment you land.

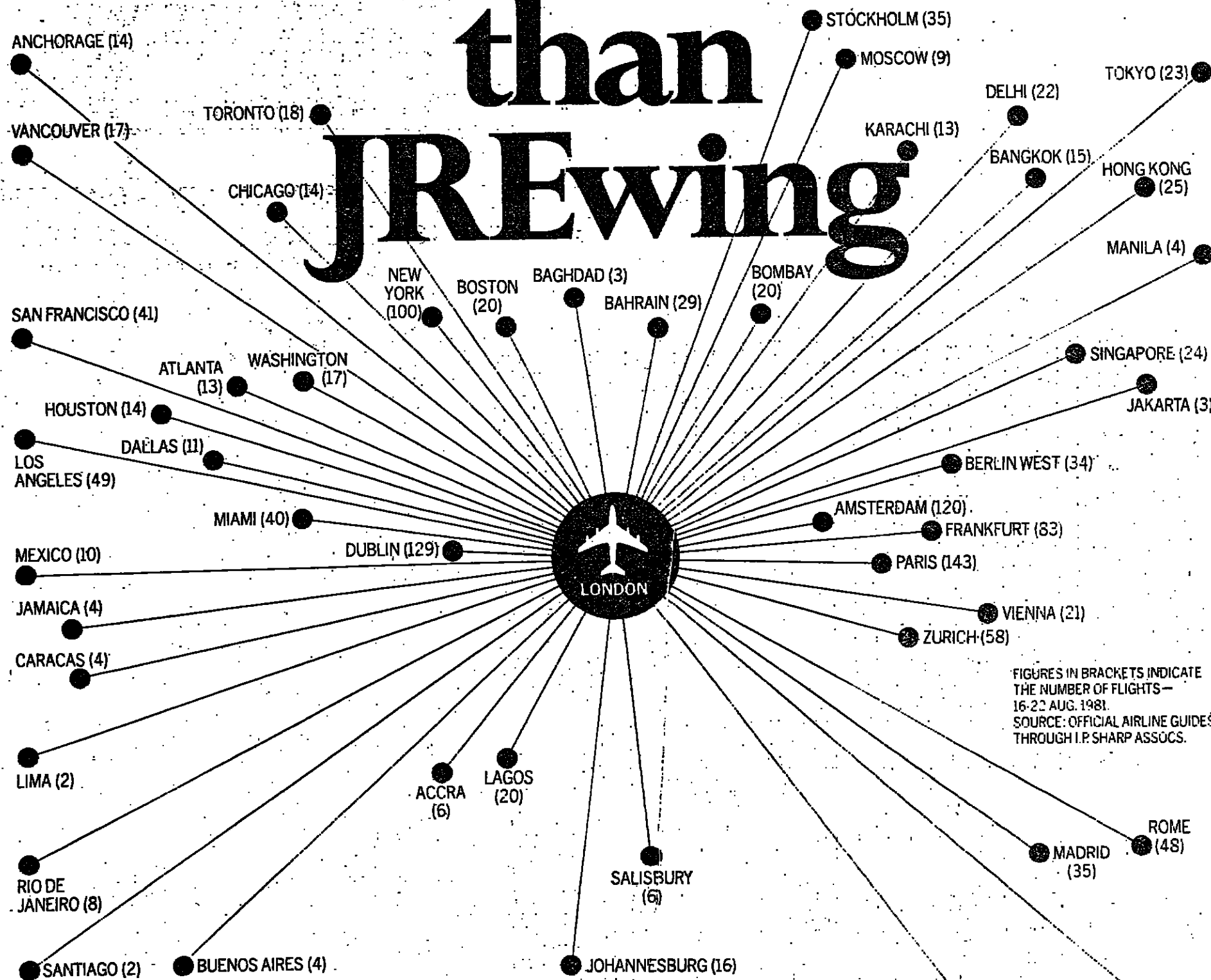
This situation becomes most apparent in the oil-rich states of the Middle East where airport design has reached new heights of architectural grandeur. The results, in terms of shifting passengers, are probably as awe-inspiring as any in the world.

The only difficulty arises when the vastness of the airports surpasses the needs of the airlines. One Gulf state, Sharjah, went out of its way to erect a new airport when it felt it was being outdone by its neighbours. The result is a spectacular creation of minarets and marble, but it is sadly short of visitors.

A tale told by local newspaper folk, probably, but not necessarily apocryphal, describes the day a visiting reporter phoned the airport and asked for an interview. "You couldn't make it tomorrow," replied the harassed executive. "I'm very busy—I've a plane coming in."

David Hewson

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FIGURES IN BRACKETS INDICATE THE NUMBER OF FLIGHTS—16-22 AUG. 1981. SOURCE: OFFICIAL AIRLINE GUIDES THROUGH I.P. SHARP ASSOC.

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East Central Business Machine Ltd  
Electronic & Memory Typewriters. 790 7118/9  
Ergo Systems Ltd  
Quality book binding tools. 04336 72855  
Quick stock, immediate delivery. 01-54 2589/2364  
Farrington Office Equipment Ltd  
Word Processing, 01-236 6888  
Intercept Contract Fulfilling Ltd  
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## PHOTOGRAPHY

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2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2







AND it will be said in that day: Lo, this is our God; we have waited for him, for he is the LORD." (Isaiah 25:9)

## BIRTHS

**BOYDALL**—On October 7th, to Hilary (nee Mawley) and Christopher (nee Mawley), a daughter, Hilary. A brother for Jonathan and Hilary.

**BURTON-COOPER**—On 3rd October, to Mrs. J. Burton-Cooper, a daughter, Anna. A sister for Sarah and Hilary.

**COTTEHAM**—On October 9th, to Mrs. J. Cotteham, a daughter, Hilary. A sister for Sarah and Hilary.

**CRAWFORD**—On October 5th, to Mrs. J. Crawford, a daughter, Hilary. A sister for Sarah and Hilary.

**HOLLOWAY**—On October 10th, to Mrs. J. Holloway, a daughter, Hilary. A sister for Sarah and Hilary.

**MCADAM**—On October 9th, to Mrs. J. McAdam, a daughter, Hilary. A sister for Sarah and Hilary.

**THURFIELD**—On October 10th, to Mrs. J. Thurfield, a daughter, Hilary. A sister for Sarah and Hilary.

**WITT**—On October 10th, to Mrs. J. Witt, a daughter, Hilary. A sister for Sarah and Hilary.

## DEATHS

**BEAUMONT**—On October 10th, 1981, peacefully after a long illness, Mrs. J. Beaumont, aged 85. A sister for Sarah and Hilary.

**BUCHANAN**—On October 10th, 1981, peacefully after a long illness, Mrs. J. Buchanan, aged 85. A sister for Sarah and Hilary.

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**COLLINS**—Congratulations Mary on your 61st Birthday. All love from the family.

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## BUSINESS AND LEISURE TRAVEL



## Today's television and radio programmes

Edited by Peter Dear

## BBC 1

6.40 Open University: Genetic Engineering. 7.05 States of the Mind. 7.30 Introductory Electronics. 7.55 Close Down. 8.00 For Schools. Colleges: Working in a modern office. 9.33 Working in Transport and Travel. 10.00 You and Me (not School). 10.15 Music. 10.35 Modern History. 11.00 At the Doctor's. 11.22 Talkabout. 11.42 Poetry. 12.07 Close Down. 12.30 News Afternoon with Richard Whitmore and Moira Stuart. 1.00 Pebble Mill at One. Included today is another lesson in self-defence and a new poem by Pam Ayres. 1.45 Check-a-Block (r). 2.01 For Schools. Colleges: Words and Pictures. 2.18 Read On! 2.40 Exploring Science. 3.00 See Hear! A programme for the hard-of-hearing. 3.25 Daily Smith's Cookery Course. Lesson two: How to make bread (r).

## BBC 2

6.40am Open University: Montgolfier: Life in a Chateau. 7.05 Introductory. 7.20 Artists' Films. 7.55 Close Down. 10.10 Supervisors. The first of eight programmes featuring working supervisors in industry and commerce. 10.35 Speak for Yourself. Advice for non-English speaking residents (also on BBC 1 at 11.45pm). 11.00 Play School. The Patchwork Bear. 11.25 Write Away. A guide to everyday writing presented by Barry Took. 11.40 Close Down. 1.55 A Woman's Place? The role of women in today's world? 2.20 Talk. Advice for the mentally handicapped presented by Brian Rix (r). 3.05 Television World. The Ratings. Business narrated by Michael Dean (r). 3.30 Anglo-Saxon Attitudes. The first of a series in multi-cultural education 3.55 Close Down.

## ITV/LONDON

9.30am For Schools: Picture Box. 9.47 What people think of Milton Keynes. 10.04 My Mum's a nurse. 10.21 Poetry. 10.48 All about armour. For hearing impaired children. 11.05 Beginning Science. 11.22 Living in the Future. 11.39 The Job Market. 12.00 Cockleshell Bay. Adventures of the Cockle twins for young viewers. 12.10 Rainbow. Puppets with a purpose. 12.30 Wild World of Animals. The Monkeys of India (r). 1.00 News from Peter Sissons. 1.20 Thames News with Robin Houston. 1.30 Weir's Way. Naturalist Tom Weir walking around Edinburgh. 2.00 The Rhodans. Tales of Irish rural life. 2.30 Film: A Woman for Charlie (1980) starring Can Blocker, Nanette Fabray and Jim Backus. Charlie is a popular blacksmith in a small western town. He is also a bachelor and he sends off for a mail order bride but when she doesn't arrive he feels humiliated and threatens to leave town.

## Radio 4

6.00 Briefing. Farming. 9.30 Today. 9.45 Week on 4. 9.55 Weekhouse. 9.58 News. 9.59 The Week's Composer: Muzart. 10.00 Choralising String Quartet. Tippett. Hugh Wood. Schoenberg. 11.15 BBC SSO: Beethoven. Schubert. 1.00 News. 1.05 From St John's Smith Square. London: Vaughan Williams. Schubert. 2.00 Vaughan Williams. John. Strauss. Peter Hodgson. Tchaikovsky. Ronald Binge. Pochon. 3.00 Haydn. Beethoven. Maw. Debussy. Schumann. 4.55 News. 5.00 Woman's Hour. 5.05 News. 5.10 Afternoon Theatre. 5.15 What a Job. 5.20 Story Time. 5.25 BBC News Magazine. 6.00 News. 6.05 I'm Sorry I Haven't a Clue. 6.10 News. 6.15 Start the Week with Richard Baker. 6.20 Monday Play: The Prague Trial. 6.25 Kaleidoscope: Vivat Rambert! With members of the company. 6.30 News. 6.35 Philip traces the history of the Ballet Rambert which is said to have been born in 1928 when Frederick Ashton produced his first work under the direction of Marie Rambert. 10.00 World Tonight. 10.30 Science Now. 11.00 Book At Bedtime: The Edible Woman by Margaret Atwood. 11.15 Financial World. 11.20 Sense of Occasion. 11.30 News. 11.35 News. 12.00 News. Weather.

## Radio 3

6.55 Weather. News. 7.05 Medelsch. Paganini. Liszt. 7.10 Holst. Chopin. 7.15 News. 7.16 The Week's Composer: Muzart. 10.00 Choralising String Quartet. Tippett. Hugh Wood. Schoenberg. 11.15 BBC SSO: Beethoven. Schubert. 1.00 News. 1.05 From St John's Smith Square. London: Vaughan Williams. Schubert. 2.00 Vaughan Williams. John. Strauss. Peter Hodgson. Tchaikovsky. Ronald Binge. Pochon. 3.00 Haydn. Beethoven. Maw. Debussy. Schumann. 4.55 News.

## Radio 2

5.00 Ray Moore. 7.30 Terry Wogan. 10.00 Jimmy Young. 12.00 John. 2.00 Ed Stewart. 4.00 David Hamilton. 5.45 News. 6.00 David Symonds. 8.00 Folk. 9.00 Humphrey.

## Radio 1

5.00 As Radio 2. 7.00 Mike Read. 9.00 Simon Bates. 11.30 Dave Lee Travis. 2.00 Paul Burnett. 3.30 Steve Wright. 5.00 Andy Robbles. 7.00 Suggs. 8.00 David Jensen. 10.00 John Peel.

## World Service

BBC World Service can be received in western Europe on medium wave (430-1430 kHz) at the following times (GMT): 6.00 News. 7.00 World News. 7.05 Today's Programme. 7.30 County News. 7.45 Europe. 8.00 News. 8.05 News. 8.15 Europe. 8.30 News. 8.35 News. 8.45 Europe. 8.55 News. 9.00 News. 9.05 News. 9.15 Europe. 9.30 News. 9.35 News. 9.45 Europe. 9.55 News. 10.00 News. 10.05 News. 10.15 Europe. 10.30 News. 10.35 News. 10.45 Europe. 10.55 News. 11.00 News. 11.05 News. 11.15 Europe. 11.30 News. 11.35 News. 11.45 Europe. 11.55 News. 12.00 News. 12.05 News. 12.15 Europe. 12.30 News. 12.35 News. 12.45 Europe. 12.55 News. 1.00 News. 1.05 News. 1.15 Europe. 1.30 News. 1.35 News. 1.45 Europe. 1.55 News. 2.00 News. 2.05 News. 2.15 Europe. 2.30 News. 2.35 News. 2.45 Europe. 2.55 News. 3.00 News. 3.05 News. 3.15 Europe. 3.30 News. 3.35 News. 3.45 Europe. 3.55 News. 4.00 News. 4.05 News. 4.15 Europe. 4.30 News. 4.35 News. 4.45 Europe. 4.55 News. 5.00 News. 5.05 News. 5.15 Europe. 5.30 News. 5.35 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